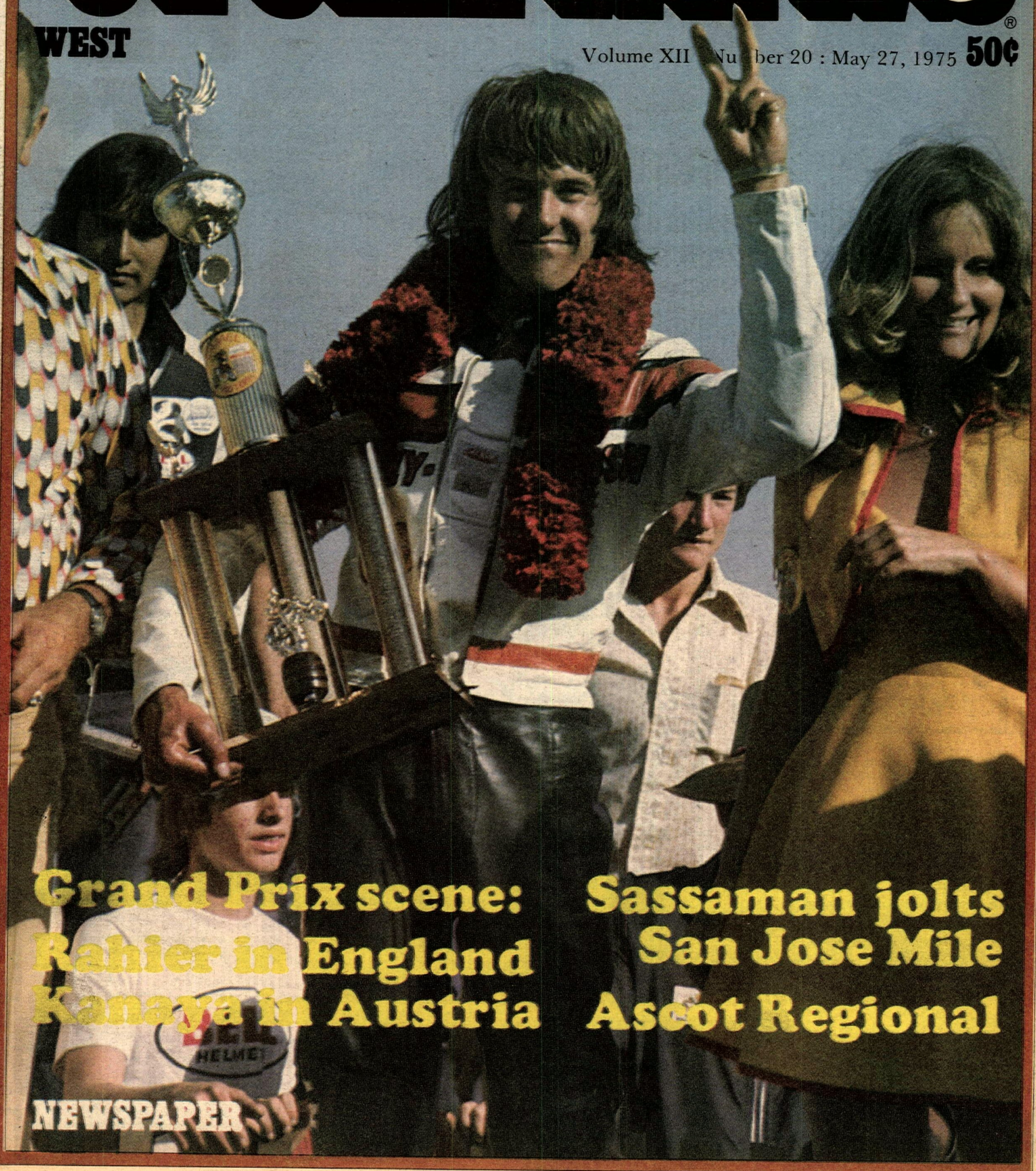
CYCLE NEWS®

WEST

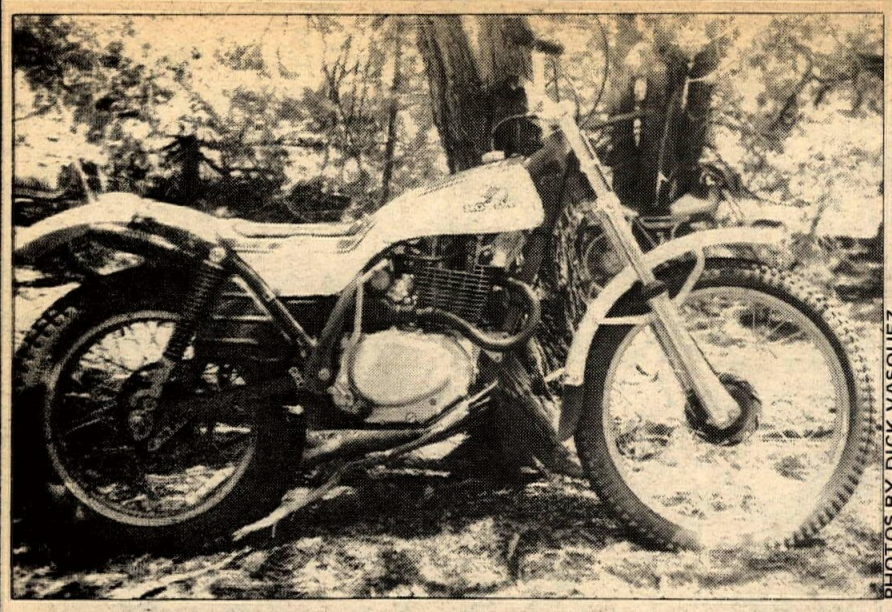
Volume XII Number 20 : May 27, 1975 50¢



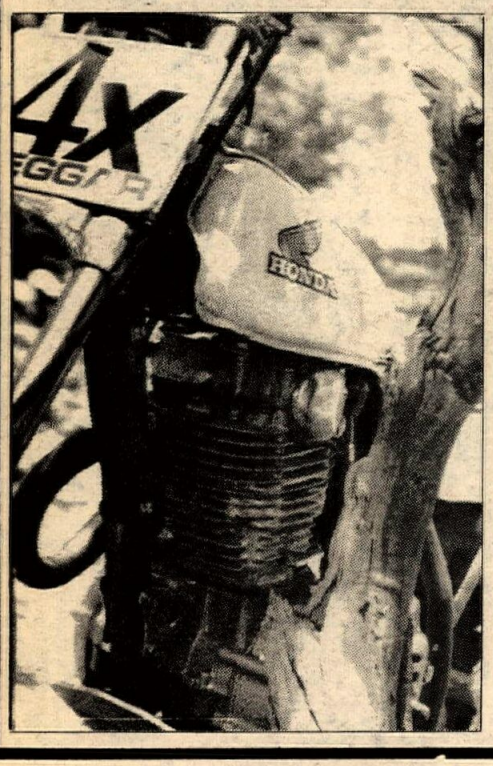
Grand Prix scene:
Rahier in England
Kanaya in Austria

Sassaman jolts
San Jose Mile
Ascot Regional

NEWSPAPER



PHOTOS BY DICK VASQUEZ



FIRST PIX

Honda 250 Trials prototype weighs 200 wet

American Honda is warming up a red-frame 250 works ride for the National rounds which begin next week. Ridden by Mark Eggar and Marland Whaley in the ATA Big Bear Two Day, the new bike boasts a claimed 200 pounds wet, has a rectangular front downtube and rectangular-section swingarm. Complete coverage from Big Bear next week.

THE LATEST POOP

BY PAPA WEALEY

Still no resolution on the rejuvenation of the Sacramento Mile (other than California Governor Brown's order to make the track pay), but it's being rumored that CMC will sanction a July 20 "National" there this year.

Stumpjumpers tug-o-war team challenges all comers (especially Rovers) on May 24, 8 pm.

The Donner Ski Ranch trials school, so successful last year, will expand to three sessions this year – one of them for kids with mini-trialers. Sessions are June 9-13 adults, August 25-29 kids, September 15-19 adults. Cost for five days with room, board and gas is $135 adults, $100 kids. Write P.O. Box 66, Norden, CA 95724 and send $25 to reserve a slot, as classes are limited to 30 each.

Italjet, maker of the popular 50cc GP bikes seen on SoCal circuits, is the exclusive Yamaha importer for Italy, and is apparently assembling both the 125 street twin and 125 enduro single under license, using their own markings and a few other goodies (like boxed rectangular section swing arms).

George Silk, a prolific English special-builder, exhibited a 700cc watercooled two stroke twin in London, and it looks super-sano. Wonder why we missed it in the British papers and saw it in Motociclismo?

Motociclismo is the neatest slick in the world, even if you don't read Italian.

Closer to home is a land use work session on the Cleveland National Forest, set for 9:30 am, May 29, in Rm. B-103, Engineering and Finance Annex, 400 Civic Center Dr., Santa Ana, California. Yes, it's the wrong time of day for working troops, but if you can make it, do so. Don't go to scream and yell, go armed with facts and be prepared to help spokesman Joe Goodson state our piece.

Local hotshoe Eddie Cole, in between blasting berms and whatnot, has signed with Helmet House in Santa Monica to wear their line of riding apparel.

Contrary to what last weeks article on the High School Superbowl of Motocross stated, you do not have to belong to S.A.M. to qualify for the Championships at the Coliseum.

Oregon's HB 2764, one that would have restricted ORVs in that state, was kicked back to committee by the full house. Oregon riders are calling it a victory – but keep those politicos aware of your sentiments anyway.

Inland Motorcycle Speedway, located on the Orange Show grounds in San Bernardino, Calif., will open Wednesday, June 18 with AMA-sanctioned speedway racing, all divisions. Contact John LaDouceur (213) 446-0969 for rider info.

Baja 500 racers, in addition to the $30,000 in contingencies, also get a shot at the "Valvoline Iron Man" perpetual trophy (plus $500 to go with it). The trophy, made partly of steel (symbolic, y'know), and cash will go to the overall bike winner, if he has ridden the entire course solo.

Proceeds from the Tulare U.S. Motorcycle Jamboree May 24-26 will be split between the Elks Cerebral Palsy Fund and M.O.R.E. Which means by supporting the event, we help a worthy charity and ourselves at the same time. Gate charge of $5 ($2.50 under 16) will include free camping, participant pins, and various activities.

Randy Mamola (the new "fast kid in yellow leathers" since Kenny Roberts grew up) has been signed for a tour of the Tasman road race series in New Zealand this fall.

A nasty rumor that has Penton and anything/anybody connected with Penton broke/bankrupt, etc. is floating around the country. A visit to the Lorain, Ohio based firm squelches that rumor in a hurry. The Penton Imports buildings are beehives of activity. General manager Larry Maiers told us, "We have new bikes on the water from KTM and we are selling High-Point products at an all time high volume." Scratch another rumor.

Barry Sheene – the popular young road racer returned to action, for the first time since his 170 mph Daytona get-off, in the first round of the Motor Cycle News Superbike Championship at England's Cadwell Park on April 27. He turned in 10 laps, leading several, but retired when his wrists began to bother him.

Steve McLaughlin and John Long will uphold American honors at the Isle of Man TT races, May 31-June 6. McLaughlin and Dutchman Jan Kostwinder will share riding chores in the 10-lap Production TT aboard a Honda 500cc-4. Long will ride his Yamahas in both the 350 and 1,000cc events.

Husqvarna will shift their headquarters to Nashville, Tennessee this summer.

HosPITal STOP: Mike Gerald is in Doctor's Hospital in Baton Rouge, Louisiana, following surgery on his ailing shoulder. "I raced at the Astrodome three weeks after they pinned it, and I messed it up. I've got two of the best surgeons in the state working on me and they tell me I might be able to race by July. I should be 100% by August," said Coon Ass.

NATIONAL ENDURO SCHEDULE CHANGE: Make note of the fact that the 125-mile National Enduro scheduled for October 19 at Pecatonica, Illinois has been changed to November 9. The event will start at the Winnebago County Fairgrounds. A schedule conflict made the date change necessary. The event is being organized by the Forest City Riders of Rockford, Illinois.

Doug Bingham's been talking up a "formula" class for sidecar road racing: Stock motorcycle chassis coupled to a laydown hack with nose cone. Leading-link forks may be fitted, but otherwise no frame cutting, and no streamlining on the bike. Object, of course, is to beat the $3500 – $4500 cost of fielding a kneeler. Any takers?

Kawasaki rented Riverside Raceway last week to test their new road racers, now undergoing "sorting out." Noted among the machines present were several Yamahas for comparison purposes, and one up-and-coming young road racer currently sponsored by a Mexican Restaurant.

Bob Tigert dislocated his hip and broke his pelvis during the AFM 250 GP race at Sears Point May 4. His crash followed a near-collision with AFM Number One Rudy Galindo, whose Yamaha suffered total brake failure entering a turn. Galindo retired after the incident.

To date, 18 mandatory lights-on-bills in 15 states have been defeated during 1975 State general sessions. West Virginia remains the only state which has enacted such legislation.

The 15 states which have rejected lights-on laws in 1975 are: Arizona, Colorado, Minnesota, New Hampshire, Maryland, Massachusetts, Missouri, New Mexico, Rhode Island, South Dakota, Tennessee, Texas, Utah, Virginia and Vermont.

The AMA Legislative Department has worked with AMA affiliated clubs, individuals and dealer organizations in the states concerned and stands ready to assist other concerned motorcyclists in legislative matters.

Charles H. Bell, employee of the San Bernardino County Environmental Improvement Agency, is writing that county's proposed ORV permit regulations. Mr. Bell is also president of the High Desert Environmental Defense Fund chapter. Yep, that's one of the outfits sueing the BLM to ban ORVs. Officially, that's not considered conflict-of-interest, because Mr. Bell "is a professional, and can separate his professional behavior from his personal life outside the job." Bullfeathers.

When 40 people (including 26 high desert business owners) attended the San Bernardino Board of Supervisors meeting to oppose the aforesaid regulations, the Board postponed consideration until June 16. Be there or be square.

Tip of Papa's duckbill to the Foothill Dirt riders for organizing a trash pickup at Dove Springs in California's Red Rock area, May 17. They made it a Saturday working/Sunday fun ride with campfire and "entertainment" Saturday evening. Sounds like enough fun that others should copy the format, not to mention how a number of these trash runs would help our political stature.

Noticed that the Feds have banned "public nudity" on the Cape Cod seashore. Better watch it; they'll be down on desert weenie-waving next.

The Feds are also making Des Moines, Iowa a "port of entry" for imported stuff. Maybe that's where Honda's U.S. factory will be.

What Honda U.S. factory? The one they'll have to build sooner or later, of course. Too bad American money-monguls don't have equal foresight.

Spaghetti dinner caps off two days of racing at Dunlap, California May 25-26, to award season high point trophies. (Trust Papa to think of food first.) Rick Ellison's already tapped for top spot.

Foxy Lane Leavitt at the Scottish Six Days had two filler necks on his Bul gas tank – one labeled "petrol," the other "beer." He was using a special dual-chambered extra capacity tank, or else he's got a rasty choice of premix.

Suzuki flew in two 170 pound 325cc prototype trialers for the Scottish.

Cotton (remember them?) has built a semi-monocoque trials frame to take the British-built Mickmar engine. It looks like a conventional frame, except the tank is a stressed member. There's no main top tube.

Another bike you can't buy: KTM's 125 RS Comet – a radial-finned head, six-speed roadster with mag wheels and disc brake. Take that, Killer Deek –er– Hercules!

Papa got a good laugh at his fellow moto-journalists, sitting through the Lincoln, Nebraska Kawasaki plant dedication in a kind of daze, trying to convince each other that the country's midsection cannot exist. Hilarious.

Gary Nixon and Steve McLaughlin, among others, will be relieved (is that the word?) to hear that Daytona Speedway is widening the infield exit by about 15 feet.

AB 300 will set drastic new emission standards of California vehicles after January 1, 1977 — including motorcycles over 50 cu. in. (819cc).

One of the native midwesterners at the Kaw plant reception: "You folks from Kawasaki show us how to build motorcycles, and we'll show you how to work!" The Protestant Ethic is alive and well in Nebraska.

And so is Venus De Milo — with arms. Us California boys had forgotten what a girl can look like when she gets three square meals a day and doesn't have to breathe smog.

Did anybody go to the special BLM Humboldt Planning Unit meeting in Elko, Nevada on May 9? We got the notice May 7. Write the Elko office, 2002 Idaho Street, Elko, Nevada 89801 to get on their mailing list.

Don Brown to head Kawasaki Accessories Division

SANTA ANA, CAL.

Don J. Brown has been named Accessories Division General Manager for KMC, according to Alan Masek, Vice President Marketing.

Well known in the motorcycle industry, Brown got his start in the business as a free lance writer and later as editor of Cycle Magazine. He was also associated with Gil Stratton, current CBS Sports Director, in the production of the first weekly radio show devoted strictly to motorcycling on a major network station (KHJ-Los Angeles).

Until 1965, Brown headed the western marketing of Triumph Motorcycles. Brown also served as National Director of Operations for U.S. Suzuki, and later became Vice President and General Manager of the eastern BSA organization.

A former member of the Executive Committee of the American Motorcycle Association, Brown also served as a delegate to the AMA Competition Congress. •

U.S. Suzuki manpower shuffles

Mr. Shigeru Suwaki, 45, a 15-year employee, is appointed Executive Vice-President of U.S. Suzuki Motor Coporation, Santa Fe Springs, California. He comes to U.S. Suzuki from the office of International Sales Manager, Export Department, of the Suzuki parent company in Hamamatsu, Japan.

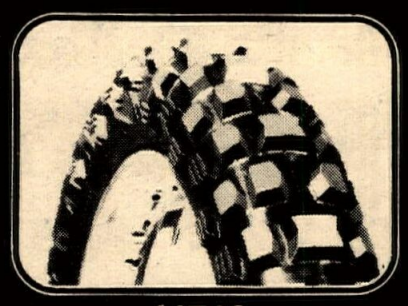
Under his direction U.S. Suzuki is now structured in two divisions: Marketing and Operations. The application of the two division structure effected some departmental changes. Several department manager positions were elevated in overall responsibility and titled as Director positions.

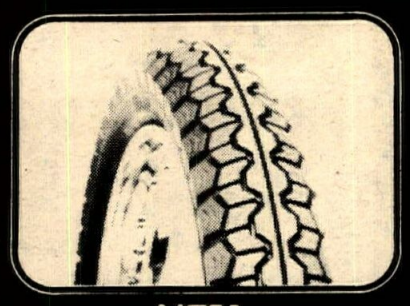
Promoted to Directors were Gene Trobaugh, Sales Director, Keith VanHarte, Advertising Director, Mitsuo Koike, Parts Director and William Leonard, Import and Distribution Director. Mr. Yoshinori Fujii, who previously held key positions from 1966 to 1972 with U.S. Suzuki, returns from the parent company home office as Marketing Research and Product Planning Director.

Tadomi Shigenoya, formerly manager of the U.S. Suzuki Technical Department, is now manager of the new Technical Service Department which includes the combined responsibility for field service operations, technical communications, warranty and technical training.

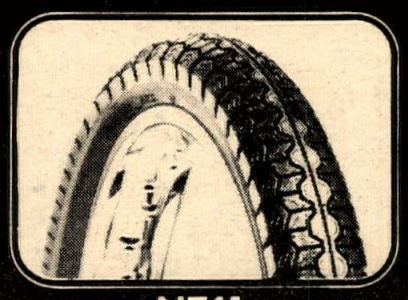
A. F. "Bud" Wilson was appointed to new staff position of Consumer Affairs Manager. •

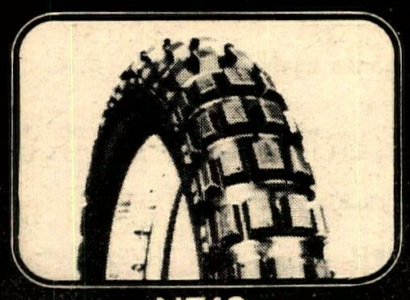
Beck/Arnley Presents
The Full Line of NANKANG Tires


N740


N751

N752


N741


N742

N753

6 Great New Performance Motorcycle Tires That Will Do The Job For You . . . At Realistic Prices!

The N740
A Great Motocross Tire with deep dirt-biting lugs and super self-cleaning features. A Great Mudder!

The N751
Looking for a low profile high performance tire? This is the one. 80 series profile—smooth, cool running—plenty of traction grips for super handling on wet or dry roads. Go modern with the 751.

The N752
Super cornering performance road tire. It GOES—it STOPS—it HANDLES—on wet or dry roads. Tune-up your bike's road manners.

The N741
Top Quality original equipment-type replacement tire that will maintain new-bike performance on your machine.

The N742
This is the famous knobby design that features a deep-cleated traction tread pattern with molded-in rim protectors. A first-class enduro tire.

The N753
Here is the original equipment-type replacement rib tire with the modern wider profile to take advantage of disc brakes.

All of these NANKANG Tires are approved for AMA racing!

Riders: See Your Beck/Arnley Dealer Soon.
Dealers: See Your Beck/Arnley Distributor listed below:

BECK ARNLEY MOTORCYCLE PARTS & ACCESSORIES
BECK/ARNLEY CORP.

Beck Arnley Corp.
548 Broad Hollow Rd.
Melville, L.I., N.Y. 11746

Fay Myers
2015 West Alameda
Denver, Colo. 80223

Gene Shillingford & Sons, Inc.
Green Lane and Radcliffe Street
Bristol, Pa. 19007

KK Motorcycle Supply Co.
431 East Third Street
Dayton, Ohio 45402

Milne Accessories
P.O. Box 11
Azusa, Cal. 91702

Florida Cycle Supply
4227 Clinton Avenue
Jacksonville, Fla. 32207

Beck/Arnley Corp.
3130 East Maria Street
Compton, L.A., Cal. 90221

Nichols Motorcycle Supply, Inc.
4135 W. 126
Chicago, (Alsip), Ill. 60658

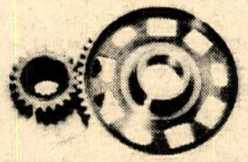
Montreal Motosports, Ltee.
270 Beaubien W./O.
Montreal, P.Q., Canada

Let your eyeballs do the shopping in the Cycle News Want Ads

WHITTIER HONDA
Motorcycle Trailers Bell Helmets
Full Bore Products
14324 E. Whittier Blvd. (213) 698-0065
Complete stock of parts and accessories for street and dirt.
OSSA

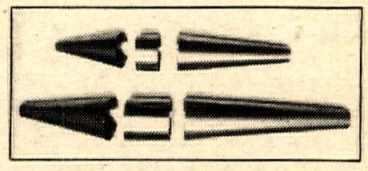
(714) 894-2623
Penton, Monark & Tyran
& Rupp Fun Machines
Sales Service Parts Accessories
D&R Cycles
7181 Westminster Ave.
Westminster, CA 92683

YAMAHA 360 SINGLE
STRAIGHT CUT PRIMARY GEARS WITH FLYWHEEL FOR FLAT TRACK



CMS PRODUCTS INC.
• MORE HORSEPOWER
• MORE TORQUE
2134 OLD MIDDLEFIELD WAY [ ] MT. VIEW CA 94043 [ ] (415) 961-2446

SPECTRO OILS
California & Nevada call 714-887-1490
P.E.P. Distributing Co.
PO Box 5455, San Bernardino, CA 92412



Expansion Chamber Cone Sets
20 Ga. steel rolled and seam spotwelded ready to design your own chamber. 3 Pc. sets, $12.00. 4 Pc. sets, $14.00. 5 Pc. sets, $16.00. Postpaid. Plus Sales Tax. Quantity discounts available. Send your dimensions to Airco Sheet Metal, 15209 Grevillea Ave. Dept. W, Lawndale, CA 90260. 213-675-5290.

Goodyear is Carroll Shelby
213-538-2914

INSIDE

San Jose 6
Sassaman dazzles 'em all
Ascot 8
Pre-San Jose Regional
Speedway 10
Mike Bast pulls off two doubles
British 125 GP 12
Gaston with the gas on
Austrian Road Race GP . .14
International flair
Local 16
Resident two wheeled warriors go to it again
New Movies 22
Peter Starr on road racing and motocross
Suzuki TM 125 24
A close look at an econoracer
North 26
Sergeant Preston where are you?
Opinion 31
Read all about the land
Results 33
Who done it
AMA road race outline . . .36
Calendar 38
Want Ads 44

COVER: Rookie Dave Sassaman and his rewards from San Jose. Dazzling color by Creed.

CYCLE NEWS®

Sharon Clayton, Publisher
Edna Mewton, Secretary to Publisher.

Advertising
Linda Clark, Advertising Manager. Gil Brown, National Advertising Manager; Chris Kolbet, Advertising Assistant.

Editorial
Richard Creed, Senior Editor; Lane Campbell, Editor; Jeff Peck, Assistant Editor; Bobi Scott, Secretary and Calendar.

Art and Production
Catherine Lampton, Art Director; Kaki Reeves, Advertising Art Director; Hector Aguilera, Lab Technician; Marion Hatashita, Typographer.

Circulation
Rheba Smith, Manager; Pam Hobbs and Chris Andrews, Assistants.

Accounting
Gaylene Zaionz, Manager; Twila Wheeler, Judy Fouts, Mike Klinger, Jeanne Hammond, Assistants; Tom Hunter, Lani Sienk, Credit Department.

Services & Support
Mike Colikas; Bruce MacGregor; Bill Runyan; Jeannie Dunivan, Receptionist.

West
P.O. Box 498, Long Beach, CA 90801. (213) 427-7433; L.A. Line 636-8844.

East
P.O. Box 805, Tucker, GA 30084. (404) 934-7850.

Central
P.O. Box 13245, Austin, TX 78711. (512) 444-7548.

Subscription
One year, second class mail $12.50; 2 years, second class mail, $22.50; 3 years, second class mail, $30.00; Single copy price, 50 cents.

Copyright Cycle News, Inc. 1975. Trade mark registered U.S. Patent Office. All right reserved. Published weekly except the first and last week of the calendar year by Cycle News, Inc., P.O. Box 498, Long Beach, California. Second class postage paid at Long Beach, CA. Editorial stories, cartoons, photos, etc. are welcome. Addressed, stamped envelope assures return of unpurchased editorial matter. Reprinting in whole or part only by permission of the publishers. Advertising rates and circulation information will be sent upon request. See S.R.D.S.

VOICES OF THE WEST

Thanks again

We would like to express our appreciation to all the D-37 people who helped Gary Laudig, at the 100's Hare Scrambles, April 20th.

Thanks to the pack rat who stopped and offered help, the 100s, the Sled Riders and Rescue Three; for the prompt and excellent care, after he broke two ribs and dislocated his collar bone, for which he is now undergoing surgery.

And a special thanks to Ron Wright for being there when we needed him.

GARY & CAROLYN LAUDIG & JOY

U.R.A. Lame Puppy

A family enduro? Yes! That's what it was. Credit goes to U.R.A. for their ability to please one and all. While the first loop was full of fun, (especially the tunnels), there was nothing too difficult for new riders. The second and third loop pleased all our Hot Shoes.

Very good marked trails and "informative" trail signs kept us aware of the changing course.

Speeds on the first loop were set so any Powder Puff or child would have no trouble staying on their number. It was great to see all those dads take their sons and daughters with them and then go on to complete the last loops without losing points. Isn't this what it's all about? The family that plays together and so on.

One of our riders had great fun riding the second loop almost entirely on a flat tire. He hopes the rider he pushed down the hill will excuse him for not going around him, but it's not too easy with a flat. Better to ride someone's rear tire than to try and go around and end up two on a bike.

Again, thanks for a fun race, you can be sure all us Turkies will be at the next U.R.A. enduro.

JACKIE SNYDER
Desert Turkies M.C.

Help!

My son and I are planning to take a trip from Seattle in the middle of July and do some racing (short track, TT, general flat track), Amateur and Semi-Pro, down through Oregon and as far south as the L.A. area. I am having a difficult time planning the trip as I cannot get a very accurate calendar of the type of races we want to enter. I'd also like to take in as many "Pro" events as we can in our short week, especially class "A" (speedway) events. When and where are the "A" events held? We are planning to leave so we can take in our own Castle Rock National as the beginning of our trip or use it to end it; either way that gives you the general time span. I'd really appreciate any help you can give us! Read your paper every week . . . Keep it up.

JOHN LARSEN
Service Manager
Gene Meyers Imports

Well, John, the best advice we can give you is to turn to the Calendar section in the back of this issue, check the events you would like to enter, and contact the promoters, for their July schedule of events . . . Editor

Santa Barbara M.C. defended

I am writing this letter in response to the letter Rick Sieman wrote about the Santa Barbara Starters M.C. and their track in Goleta. I would like to tell your readers something about this dedicated club. There are few clubs in this district that put on more than two races a year and none that go to the trouble and expense to obtain and maintain their own track. It cost an awful lot just to lease the property, to say nothing about all the legal hassle. The real problem they have had this year is their equipment (water truck, grader, etc.). These guys take time off their jobs and spend all day Saturday before a race just preparing the track for you and I to go have a good time on. They can't start before 8:30 a.m. because of the housing near by. They cut practice short for this reason. As far as having a class just for pie plates, yes, it might mean another class and more time, but it's great that they have enough entries to have one, and it keeps them out of our class. They try to set up a schedule so it will be fair for everyone, it takes all day that's true, but in my opnion it's well worth the wait. Each time I have gone to their District races (I have been to them all) their course has been changed slightly so as to not give anyone the advantage of learning it. It is always challenging, but never boring. These races are run very well, the club does what it can with what time it has.

It takes me two and one-half hours to get to Goleta from my house and I have never regreted it. This club is one of the hardest working clubs I have known, so let's stop criticizing what we know nothing about and get out and support this great club. I will take this opportunity to say thanks to The Santa Barbara Starters, they are real sportsman.

JIM CONNOLLY
District 37 – Motocrosser

Where to ride in Long Beach

I would like to know if there are any places in or near Long Beach that anyone can ride a motorcycle without needing permission from property owners.

Can one ride on a dirt path near the L.A. River Bed or the San Gabriel River? Where exactly is the track down by the Navy Base?

In your opinion what would be the best type of bike to buy, for racing it with my class between 125-250.

Write back in a letter, because I might not have the money to buy another copy very soon.

Do you know of any nearby motocross school and approximately how much it costs?

TOM

Honda Haven on Terminal Island at the foot of Vincent Thomas, all eight acres of it, is the only area in Long Beach you can ride . . . Editor

Switch tactics and bring up the flank

Many rider/writers concerned with the issue of off-road motorcycling's impact on the environment are arguing their cases on the wrong basis. Having completed a reasonable volume of inquiry into the field, I have concluded that no one can argue in truth that off-road motorcycling does not significantly harm the environment, the terrain, the adjacent ecosystems. Argue on environmental grounds, and you lose.

Instead, argue on political and economic grounds. Too many citizens like to ride off-road, too many dollars spent and wages earned are tied to off-road riding to justify its abolition.

Politically and economically, off-road riding is defensible. Environmentally, based upon scientific consensus, it is not.

JOHN D. ULRICH
La Mirada, Calif.

Which is what and who's on first

What kind of motorcycle racing is that which is depicted in the Camel Cigarettes advertisement on page seven of Issue 18? Is it true that Yvon will race his watercooled Kawasaki at San Jose? When did Don Castro stop wearing a Bell Star when (?) roadracing? Who's No. 15, and why is he riding a Honda? Is Bob Barkhimer related to Billy Barkfeather?

MAXWELL SNEED
Cucamonga, Calif.

Max, I'm afraid we can't help you on what type of racing it is that has Mike Gerald riding a Honda short tracker with a fairing on it. Maybe a line to the Camel folks will straighten things out . . . Editor

Making book on Nixon

If I recall correctly, there was a book available about Gary Nixon, but I do not remember the title.

I would appreciate information as to where I can obtain the Gary Nixon story.

I would also appreciate titles of any other books on motorcycle racers or personalities.

Thank you!

RICHARD F. MIGNANO
Cottonwood, Calif.

The book on Gary Nixon is entitled "Racer: the story of Gary Nixon" published by Cycle World Library. They also publish a fine book on Bart Markel . . . Editor

Psych City nudie cutie

Having just finished the Virginia City Grand Prix, I have generated an innovative psychotherapy technique to share with my colleagues. Some clinical psychologists fervently espouse the therapeutic value of nude encounter groups, therefore why is a Nude Grand Prix (NGP) not organized? First overall could be awarded contingencies such as left-over April 1 CN issues and a feel-size replica of the PP heroine, M. Thunderpussy.

To adhere to strict safety standards one Jim Davis Motosport lower abdomen guard for males and two JDM upper chest cavity guards for PPs would be required riding gear.

Riders' "psyching-up" processes could be facilitated by running the PP race 30 minutes before the other classes and five minutes before the OTs.

To promote desert racing public relations an "endo-in" (love-in replica) could be held with the local villagers.

"SHRINK" VOGT, PhD.
364 N
Reno, Nev.

The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.

ENTER THE YAMAHA STATE CHAMPIONSHIPS.

Yamaha High School Motocross State Championship

Yamaha thinks it's about time high school motocross riders receive as much recognition as other high school athletes. After all, over 150,000 high school students throughout the country compete in motocross on a regular basis.

So, for the first time ever, every high school student in this area who's an amateur rider can compete for the Yamaha High School Motocross State Championship.

As contenders for the State Championship, you'll get the chance to compete in one of four events: 100cc, 125cc, 250cc and Open in Beginner, Junior and Expert Classes. Top finishers will receive scholarships, trophies and prizes.

All you have to do is qualify at any of the regional qualifying tracks listed below. And if you're as good as you think you are, we'll see you at the State Championship at Yamaha Dirt Days.

It's where you'll get the chance to compete in front of thousands of spectators. And it's where you'll get recognition as being one of the best MX riders in the State.

Yamaha Bicycle Gold Cup State Championship

If you want to experience real excitement, come on out to the Yamaha Bicycle Gold Cup races.

You won't believe what you can do with a bicycle: Streak down straightaways, fly off long jumps, and even slog through mud and water holes.

In fact, you can do everything grown-up motocross racers do, except you do it with pedal power.

It's wild and challenging. And if you qualify at any of the regional races listed below, you'll get the chance to compete for trophies and prizes at the Yamaha Bicycle Gold Cup State Championship to be held at Yamaha Dirt Days.

So bring the whole family out to the races to cheer you on to victory.

They'll see some of the best young bicycle riders in the state racing, riding, sliding and jumping.

You'll all have a good time at what promises to be one of the country's most exciting new sporting events.

YAMAHA STATE CHAMPIONSHIP

Qualifying races and dates listed below. All entrants must have written parental approval. 50¢ discount coupons for spectators available at your Yamaha dealer.
High School Motocross eligibility requirements: Colorado students grades 9-12.

Colorado Springs area
May 17, 31 & June 1
Aztec Raceway Park
6 miles East of Peterson Field
on Highway 94
Colorado Springs
(303) 473-8360

Denver area
May 17, 31 & June 1
Berthoud Motorcycle Park
Berthoud exit on I 25
Loveland
(303) 442-0930

Grand Junction area
May 25, 31 & June 1
Desert Scramblers MX Track
29 Road and I 70
Grand Junction
(303) 242-8646

State Championships to be held at Yamaha Dirt Days, June 7-8, Adams County Fairgrounds, Brighton, Co. Free spectator tickets available at your Yamaha dealer.

Sassaman shows t

By Jack Mangus

SAN JOSE, CAL., MAY 11

Rookie Expert Greg Sassaman led a 1-2-3-4 Harley-Davidson sweep of the fifth round of the Camel Pro Series, the San Jose Mile. The

20-year-old Macon, Georgia resident, riding in only his second mile race aboard a "big" bike, took the lead away from teammate Gary Scott on the eighth lap of the 25 lap high speed thriller. The pair then carried on a lead swapping battle until the 18th lap when Sassaman opened up what proved to be a winning margin.

Time trials proved that Harley-Davidson, as expected, had done their homework over the winter as Rex Beauchamp posted the fastest lap when he covered the Harold Murrell prepared tacky oval in 39.19 seconds. The obvious crowd favorite, Mert Lawwill, posted second fastest time just a tick of the clock behind Beauchamp with a 39.23. Sassaman logged a 39.24, third fastest time.

Heats

Racing got underway 45 minutes after the scheduled 2:00 p.m. starting time following a van track packing session and a brief delay brought about when Randy Scott blew his engine on one of three "test" laps allowed the first heat riders. Terry Sage filled in for Scott, but the first of the four heats belonged to fast qualifier Rex Beauchamp (H-D).

Hank Scott, aboard a Shell Yamaha, gave Rex a race on the first two laps, but Rex pulled away on the third lap and went on to win. Scott was swallowed up by a Harley freight train made up of Frank Gillespie, Dave Aldana and Tom White on the fourth lap, and slowed to a stop on the backstraight on the following lap. Gillespie pulled away from Mr. Bones and White, leaving those two to race with each other. The checkered flag saw Beauchamp, Gillespie, Aldana and White take the four direct transfer-to-the-National positions.

Heat number two was all Mert Lawwill after first lap leader John Sperry over extended himself in the first turn on the second go-around and unloaded. Lawwill led all the way after that, but all eyes and ears were tuned in on Scott Brelsford. Brelsford was piloting an Erv Kanemoto Kawasaki two-stroke 750, and while there was plenty of doubt as to how the screamer passed the required 92 dbA sound test, there was no questioning the machine's potential – it was a jet. Brelsford readily took the runner-up spot behind Lawwill, and he was followed across the line by Terry Dorsch and Jimmy Odom. In typical San Jose fashion, the heat provided more than Mert's runaway performance and Scott's mind-blowing two stroke show as Ms. Diane Cox made her mile debut. She more than held her own against the ultra-fast turns and earned a transfer spot to a Semi.

Two time Grand National Champion Kenny Roberts led the first two laps of the third heat, but the young "veteran" was shot down by the young rookie, Greg Sassaman, going into turn one at the start of the third lap. Coming out of turn two the San Jose dyno, the back straight showed that Sassaman's factory Harley had gobs of horses over Roberts' factory Yamaha. (Greg's XR registered 88 horsepower on Harley's dyno.) Behind those two all hell was breaking loose in a fight for the third and fourth transfer between Gene Romero, Jim Rawls, Mike Caves, Darryl Hurst and John Gennai. The gang war settled down into a one-against-one duel between Rawls and Gennai. Gennai won as he nipped Rawls at the finish line on the 10th and last lap.

Walt Foster had put his Triumph on the pole for the fourth and final heat by qualifying fourth fastest, but all eyes were on the man sitting on the line next to him, Gary Scott. Scott, as expected, did his thing by leading all the way, but Foster proved his qualifying time was no fluke as he held down second the entire distance. Behind those pair were two of the most talented rookie Experts in the field, Jay Springsteen and Jay Ridgeway. The Jays eliminated themselves as Springsteen unloaded in turn four, escaping injury, on the second lap, and Ridgeway's engine apparently blew on the fifth lap. Norton teammates, Mark Williams and John Hateley, took the last two direct transfer spots, but Hateley had to work his butt off for his fourth place finish. He had dropped Corky Keener from that spot on the eighth lap, but Corky came roaring back only to see Little John nip him at the line.

Semis

With only two transfer spots, first and second, up for grabs in the Semi, good racing was expected by the sell-out crowd. They weren't disappointed.

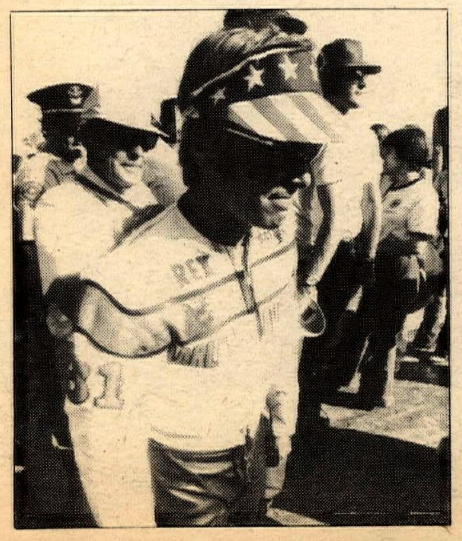
Incredible position swapping mile racing was served up in the first Semi by eventual winner Rick Hocking, runnerup Pat McCaul, Eddie Wirth and Bruce Hanlon.

Left limp by the previous race, the spectators were brought back to their feet by the second Semi as, once again, some absolutely incredible racing took place. Texan Jim Rawls provided the highlight of the 10 lap show as he rode an outside line that scared the living hell out of those watching and put frowns on the faces of those riding beside, behind and, in Skip Aksland's case, in

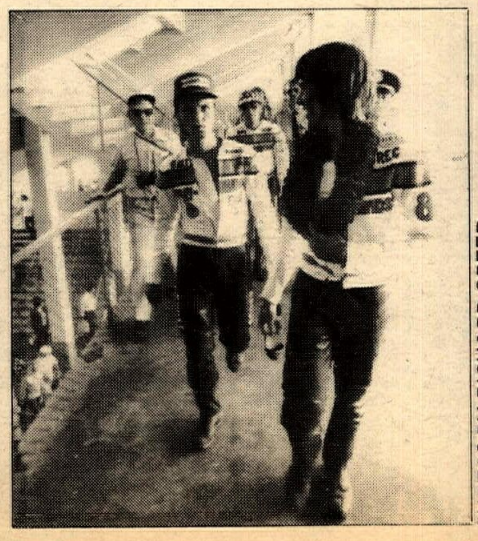
J.R. Rawls, Eddie Wirth, Ken Springsteen, and Bruce Hanlon lead the Consolation herd around the bend.

Diane Cox altered many male egos.

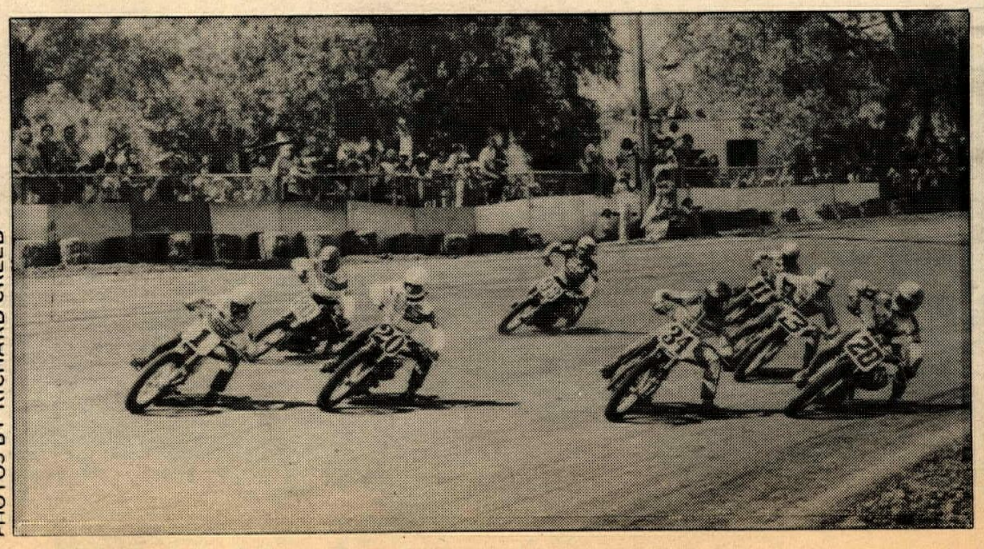
Fastest qualifier Rex Beauchamp.



Sassaman, Scott & Beauchamp 1, 2, 3.



Roberts (1), led the third heat until Sassaman (80c) took it away on lap three.



PHOTOS BY RICHARD CREED

he way at San Jose

front of him. Houston short track winner Darryl Hurst led the first two laps, but a group led by Rawls dropped Hurst to fourth and then fifth and then sixth. Involved in the mind-blowing demonstration of dirt racing at its finest were, in addition to Rawls, Aksland and Hurst, Corky Keener, Ken Springsteen and Don Castro. Aksland's Yamaha had the horses, but Rawls owned the corners with his outside lines. Horsepower won, both for Aksland and Corky Keener, who nailed Rawls on the last lap.

Trophy race

The Consolation event started off as a bummer for the "two strokes forever" fans present, as the Kanemoto Kawasaki of Don Castro failed to start within the time allowed by referee Chub Kellam. The bike had been difficult to fire up all day and appeared to be not quite as fast as the one Scott Brelsford was riding. Bob Sanders took Castro's place in the lineup.

Jim Rawls led the initial lap, but was dropped back to fourth on the second by Bruce Hanlon, Ken Springsteen, Eddie Wirth and Randy Cleek. In another display of San Jose action, those four were knocked back a position each when Darryl Hurst blew by them on the third lap.

The position swapping continued with Hurst and Hanlon trading off first place and the rest exchanging positions a countless number of times. Redwood City, California's Bruce Hanlon and his Don Cycles' Harley-Davidson led the lap that counted — the last one — and the Trophy race was his. And by the way — Ms. Cox finished ninth to liberate women on mile tracks.

National

The 20 man field was lined up in three rows for the 25 lap National with fast heat winner Sassaman on the pole. Beauchamp, Lawwill, Scott, Roberts, Gillespie and Brelsford filled out the front row; Foster, Romero, Aldana, Dorsch, Williams, Gennai and White occupied the second; and Odom, Hateley, Aksland, Hocking, Keener and McCaul the third.

Jimmy Odom was immediately scored in last place as he was unable to fire up his Yamaha and the race started with J.O. on the sidelines.

Gary Scott turned in a hole shot at the wave of the green and led Lawwill, Beauchamp, Roberts, Sassaman, Brelsford and Williams down the front straight at the end of lap one.

Lap two saw positions change down the back straight as Sassaman moved in behind Scott and Lawwill, dropping Beauchamp to fourth and Roberts to sixth as Brelsford screamed in between the rookie and the champ.

Walt Foster unloaded spectacularly coming out of turn four on the third lap. Foster suffered reported hand and arm injuries and his bike appeared to be a write-off after it struck a tree.

Scott continued to lead, but Sassaman and Brelsford had moved into second and third and were closing. Lawwill and Beauchamp had locked into what would become a race long battle. Rex put Brelsford between he and Lawwill on the sixth tour of the mile, but Mert pulled back in behind Beauchamp on the seventh lap as Brelsford dropped out of the race.

The eighth lap saw Sassaman take the lead from Scott, with the duo building up a comfortable margin over the Beauchamp-Lawwill battle as they swapped the lead back and forth over the next several laps.

Behind the four front runners another battle — no, make that a war — was taking place between Gene Romero, Dave Aldana, Corky Keener, Mark Williams, Kenny Roberts, Frank Gillespie and Skip Aksland. Stock car racing fans like to toot their horns over things like "52 lead changes in a 500 mile race." Hell, there must have been 52 position changes between those seven riders every five laps or so. And not bumper to bumper, but wheel to wheel. Roberts worked his way through the pack to take the point position on the 70th lap. He held on to take fifth at the checkered flag, a country mile behind the third and fourth place finishers, Beauchamp and Lawwill.

Another country mile ahead were Sassaman and Scott. Scott settled in behind Sassaman — for good — on the 18th lap. Despite rear tires that after the race looked like they had been attacked by grinders on the left side, the duo continued to run as quickly and smoothly as they had during the early part of the race.

With the crowd cheering the youngster on, Sassaman rose slightly from his tank hugging position, waved his left hand in the air and took the checkered flag to score not only his first National win, but the first National win for the Peach State.

Virtually unknown to the multi-thousands of spectators despite having won the 1973 AMA Atlantic Regional Novice title and the 1974 Atlantic Regional Junior title, accomplishments which led to his securing a Harley-Davidson factory team position in his rookie Expert year, a loud cry was heard over the cheering — "Rebel, Number One! Rebel, Number One!"

Hailing from the Dixie town of Macon, Georgia, best known for its musically talented residents such as the Allman brothers and the late Otis Redding, Greg acknowledged the help he has received over the years from his father, Grover, who just happens to be Macon's Harley dealer, and from the man known in Atlanta as Mr. Harley, Powell Hassell, owner of Harley-Davidson of Atlanta. Legendary Carrol Resweber was acknowledged for his chassis construction on the winning machine, and praise was heaped on Nick Deliganis (Sorry if I mispelled that, Nick.) for building the engine that obviously had horsepower on the field.

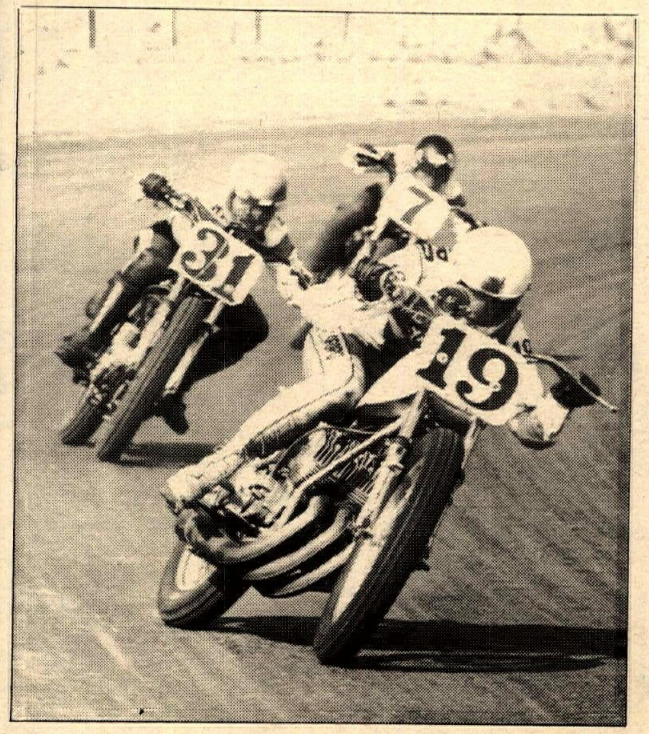
Rebel, Number One? Y'all better believe it. ●

Results

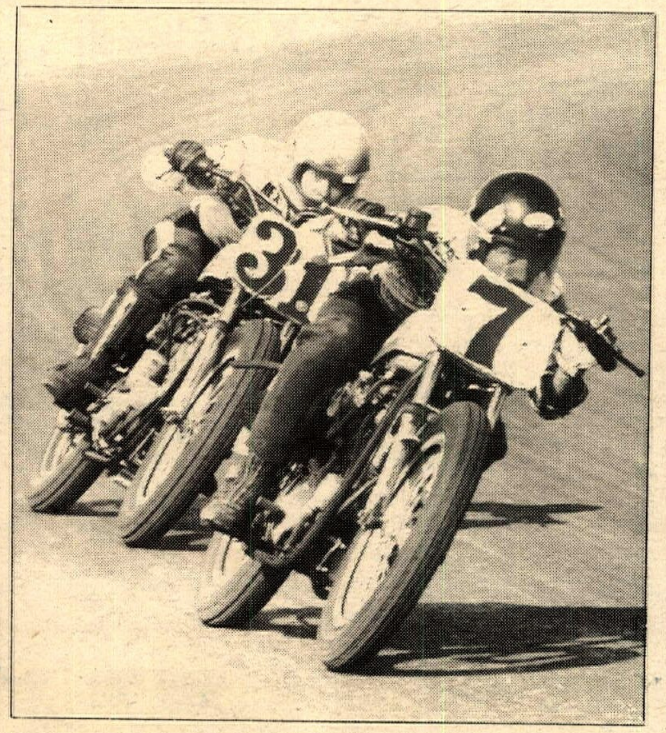
TROPHY RACE: 1. Bruce Hanlond (H-D). 2. Darryl Hurst (Yam). 3. Ken Springsteen (H-D). 4. Eddie Wirth (H-D). 5. Randy Cleek (Yam). 6. Jim Rawls (H-D). 7. Mike Myers (H-D). 8. Rob Morrison (Nor). 9. Diane Cox (Tri). 10. Dick Wascher (Tri). 11. Charlie Brown (Yam). 12. Bob Sanders (Tri).

NATIONAL MILE: 1. Greg Sassaman (H-D). 2. Gary Scott (H-D). 3. Rex Beauchamp (H-D). 4. Mert Lawwill (H-D). 5. Ken Roberts (Yam). 6. Frank Gillespie (H-D). 7. Gene Romero (Yam). 8. Mark Williams (Nor). 9. Skip Aksland (Yam). 10. Corky Keener (H-D). 11. Dave Aldana (H-D). 12. Rick Hocking (Yam). 13. Pat McCaul (Tri). 14. Tom White (H-D). 15. Terry Dorsch (Yam). 16. John Hateley (Nor). 17. John Gennai (H-D). 18. Scott Brelsford (Kaw). 19. Walt Foster (Tri). 20. Jim Odom (Yam).

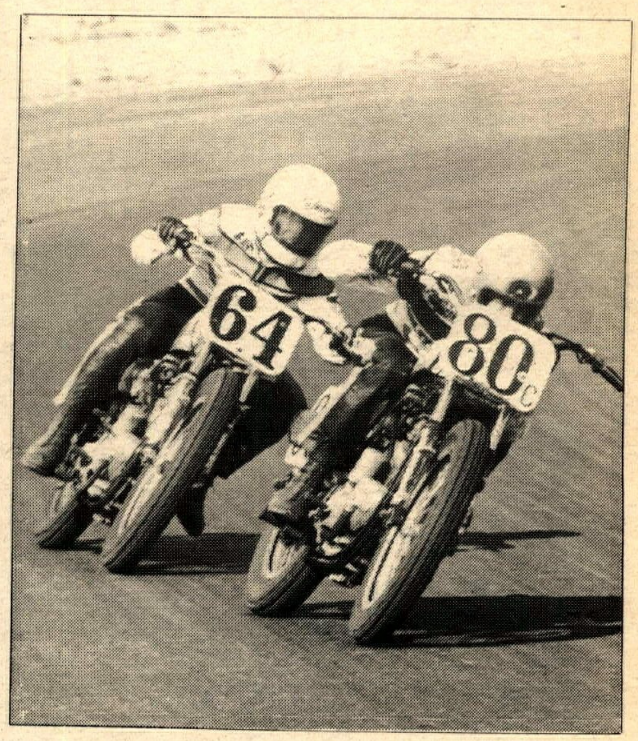
WINNING TIME: 16:33.37.



Scott Brelsford and the Green Mean Miler.

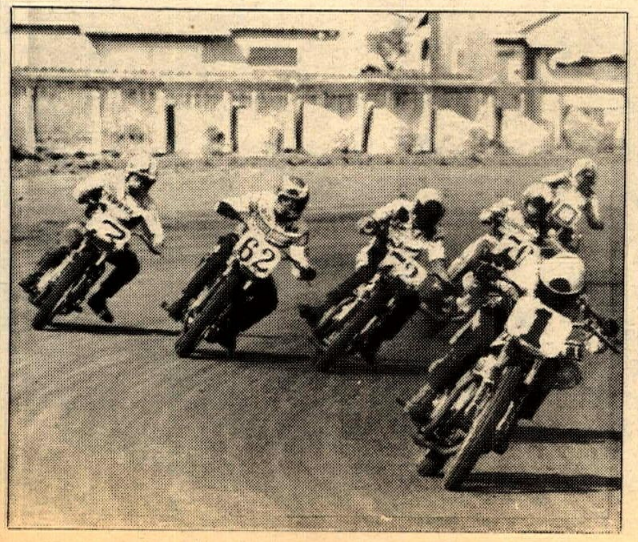


Lawwill leads Beauchamp in the early laps.

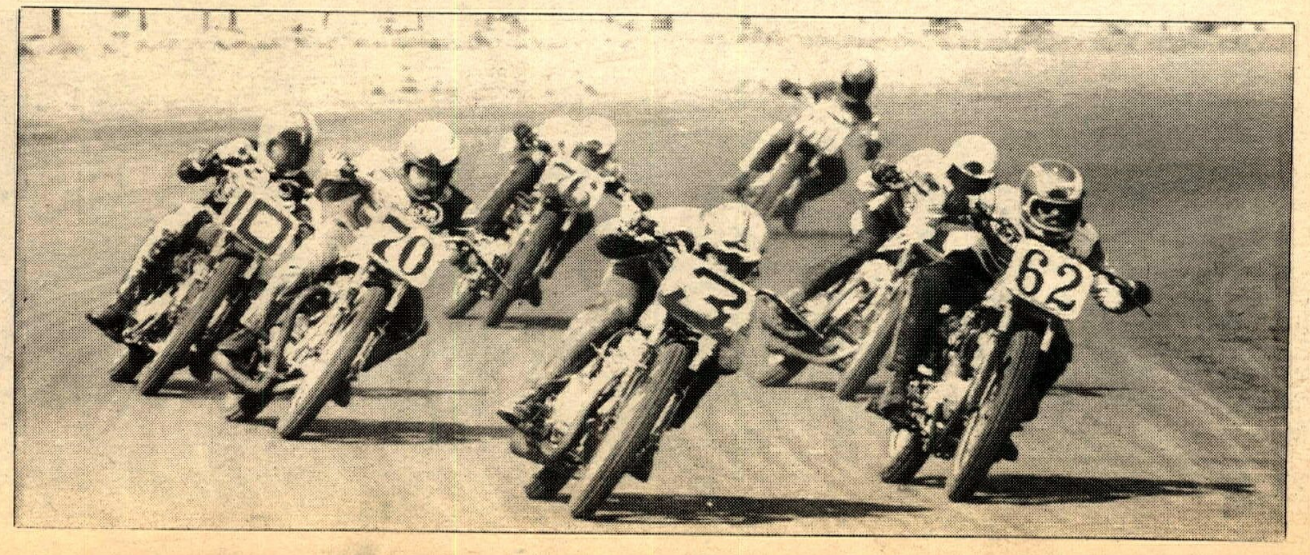


Sassaman and Scott kept this up for miles.

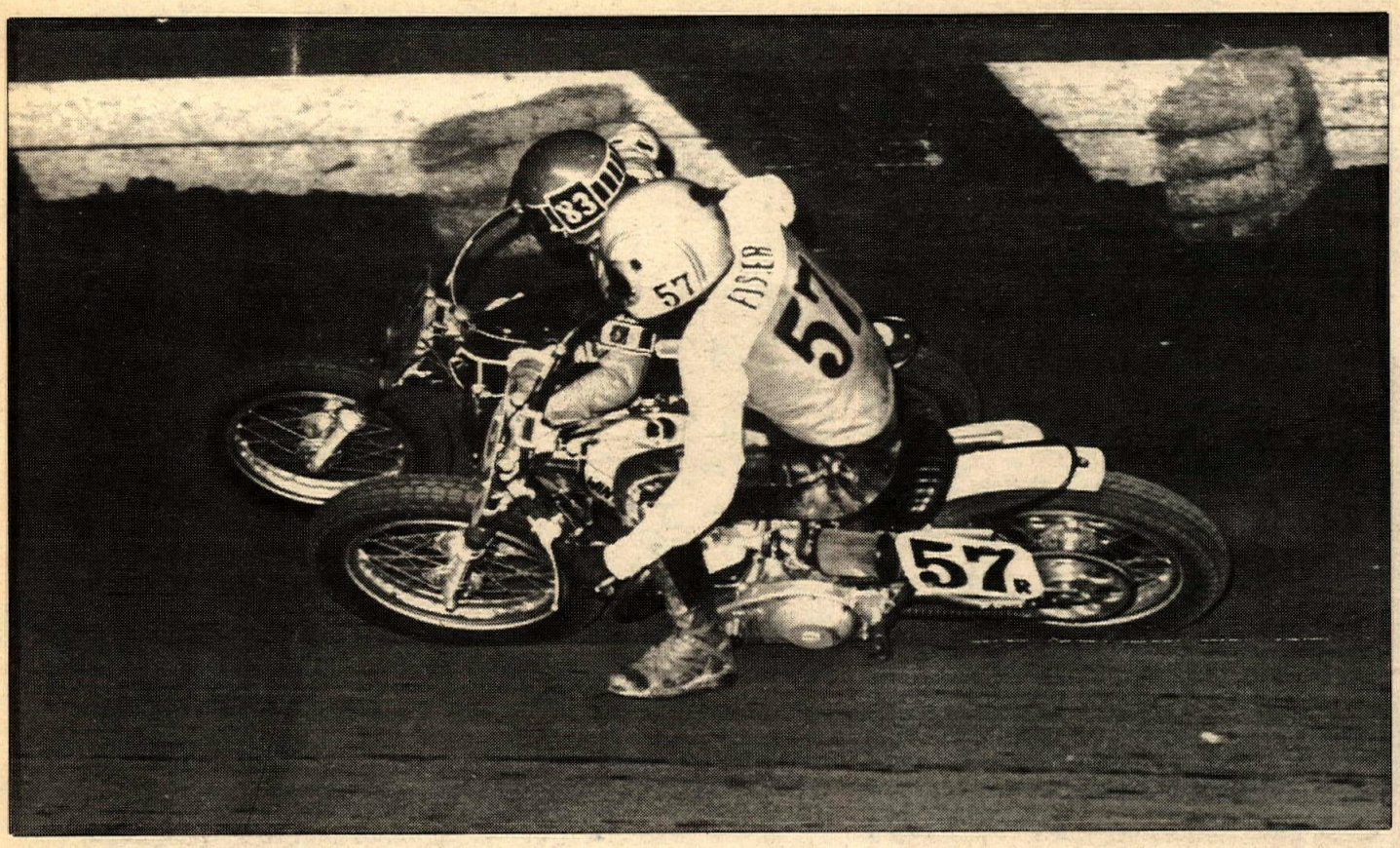
Kenny Roberts finished in fifth place.



This is the war that went on behind the fight for first and second.



Close finishes at Ascot



The pass that stole the show.

By Bob F. Read

GARDENA, CAL., MAY 16

The winner of the Expert Regional AMA final was again decided at the finish line for the second week in a row. Two weeks ago it was Kenny Roberts taking the lead for the second time in the final few yards to win. This time it was rookie Walt Foster trying for the lead for 10 laps and finally getting it just yards away from the checker.

Alex Jorgensen jumped to the lead at the start and was holding point leader John Allison through the first two and a half laps in a close wheel to wheel affair.

Coming out of the far turn on the third lap Eddie Wirth lost his hold on his new Harley and went down. Rick Hocking, who was making an early lap bid after starting in the second row, barreled up and over the top. The gas tanks on both machines ignited and two separate machines were going up in flames until some quick work with the extinguishers took place. Wirth walked away and later Hocking was up and limping off with a cut knee. Hocking's machine took the worst but both machines were rolled to the pits.

On the single file re-start Jorgensen was off to a slow third into the turn. Allison was up front with upstart John Sperry in second and Walt Foster right behind Jorgy. Foster, who had earlier recorded the fastest Expert time trial, zoomed by both Jorgy and Sperry on lap five and was right with Allison at the end of the lap.

From then on it was a dogfight with Allison trying to hold on for his third victory of the year. But Foster kept trying on both the inside and the outside. The lead changed four times in the final two laps but it was Allison leading heading through the final turn.

But Allison is noted for riding the outside rather than down low. Coming out of the final turn the green clad rider started down the middle with Foster pushing his front wheel to the inside. Both riders floated towards the wall with Foster pulling even and then pulling out the win just yards away from the finish line. Jorgensen was back down the track in a distant third with Sperry running his best of the season to take fourth.

Michigan's Corky Keener made his first appearance of the year but was far off the pace that carried him to an Ascot victory last season. Corky got off to slow starts both times in the final and finally moved up for fifth in the closing laps.

Diane Cox, Salem, Oregon, became the first girl Expert to ever compete in a half-mile. Diane was the last qualifier to make the program with a 24:25 time trial. In the Semi she forced two restarts by throwing up her hand just prior to the drop of the green flag. It finally found six other riders back on the penalty line when the race was finally started. Midway in the race Diane hit the hay bales on the South turn, running next to last, ahead of Shorty Seabourne. She was not hurt and was on her way to San Jose to become the first girl entrant for a National mile.

Riverside's smooth Dan McWhorter was also fast as he turned in the fastest Junior time trial of the year, won his heat race with the fastest yellow plate five laps and then came back to defeat arch rival, Steve Eklund in the 10 lap final.

McWhorter came from third place on the opening lap of the Main. He got by Doug Garrison on the second lap and then took the lead away from Eklund on the fifth round. The win also gave him the point lead over Eklund for the first time this season.

In the Novice final, four riders went at it hammer and tong most of the way with three riding as one as they crossed the finish line. Vince Mead, Ted Davidson, Ricky Graham and Steve Fortune made the Friday finale a race that will long be remembered.

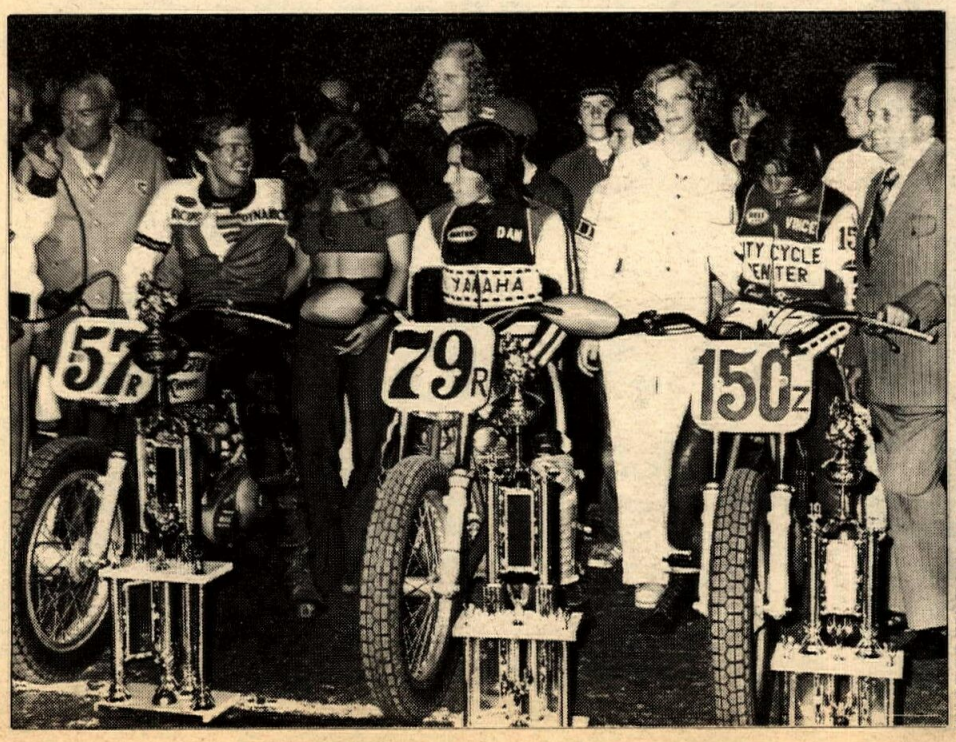
For the record, Fortune led the first four laps, Mead the last four. But in between it was a pure dogfight from start to finish with the lead changing six times and at least three riders never more than one bike length apart the entire distance. Graham was spectacular and ragged, as usual. Fortune again showed a better race than the week before. Mead and Davidson are about as evenly matched as they come on the lightweights.

Mead finally pulled it out with Fortune inches back and Davidson running with his front wheel right between the two back wheels of the others. Graham dropped off the pace slightly in the late laps but was fourth, all by himself. It may be some time before another Novice Main like this one comes along.

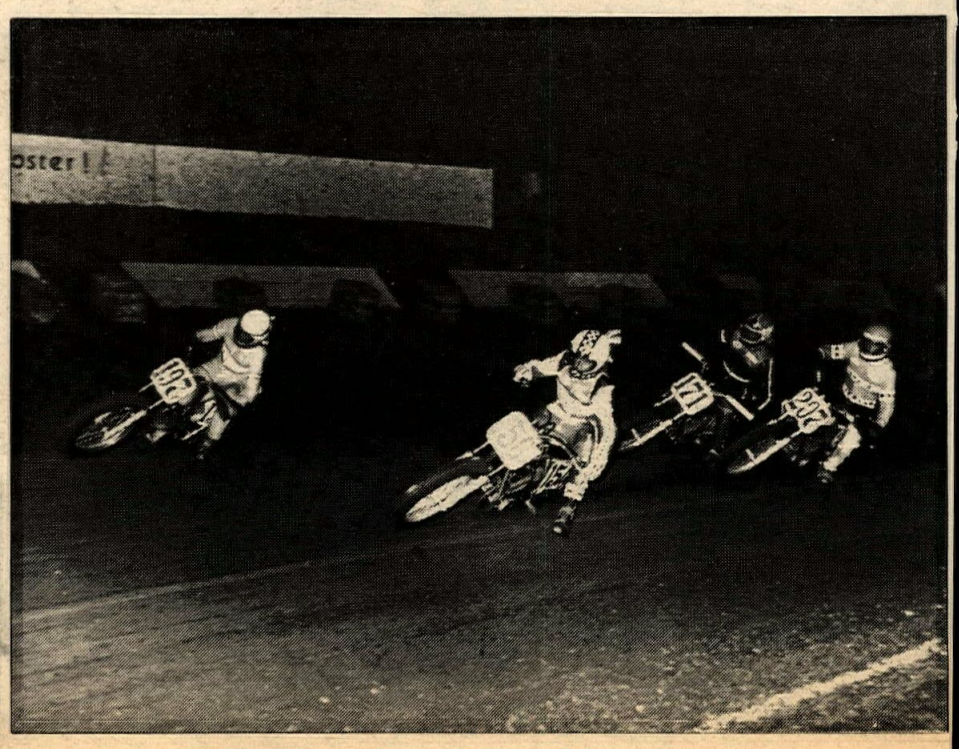
The next Pro show at Ascot comes up on Saturday night, May 31 in the form of a TT Steeplechase. The next half-mile? Friday night, July 25th, the night before the National TT. ●

Results in Results Section.

Winners and spoils, L. to R. Foster, McWhorter, and a pensive Mead.



Three of the four who dominated Novice Main: Graham, Mead, Fortune.



PHOTOS BY DAN MAHONY

WEST OVER EAST. TEAM HONDA OVERALL.

In the midst of dust and dirt Team Honda emerged one-two in the second annual East vs. West 250cc Invitational Motocross championship.

Held in Belpre, Ohio, May 11, an estimated crowd of 6,000 watched Team Honda riders Marty Smith and Pierre Karsmakers top 32 of the best riders from the East and West.

In the first 30-minute moto, Smith got the holeshot and took the checkered-flag. Karsmakers finished second.

The second 30-minute moto saw Smith come from second to take and hold the lead to the finish. Karsmakers came in a strong fourth.

Riding special factory-prepared Honda Elsinore™ 250's, Team Honda proved once again that Honda builds performers you can depend on.

Honda puts the knowledge it gains from racing into the bikes it makes. Find out how.

Come in and see the Honda CR-250M Elsinore.

At your Honda dealer.

Pierre Karsmakers

Marty Smith

HONDA

Good things happen on a Honda.

Always wear a helmet and eye protection when you ride. CR's are designed primarily for motocross use and are sold "as is" without warranty. For brochure, write: American Honda Motor Co., Inc., Dept. PN, Box 50, Gardena, California 90247. ©1975 AHM.

SPEEDWAY WEEK

Mike Bast doubles a double

By Dennis Greene and John Bethea

Ventura, California
May 13, 1975

The top four riders of the night, Bill Cody, Mike Konle, Jeff Sexton and Rick Woods came to the starting line for the Scratch

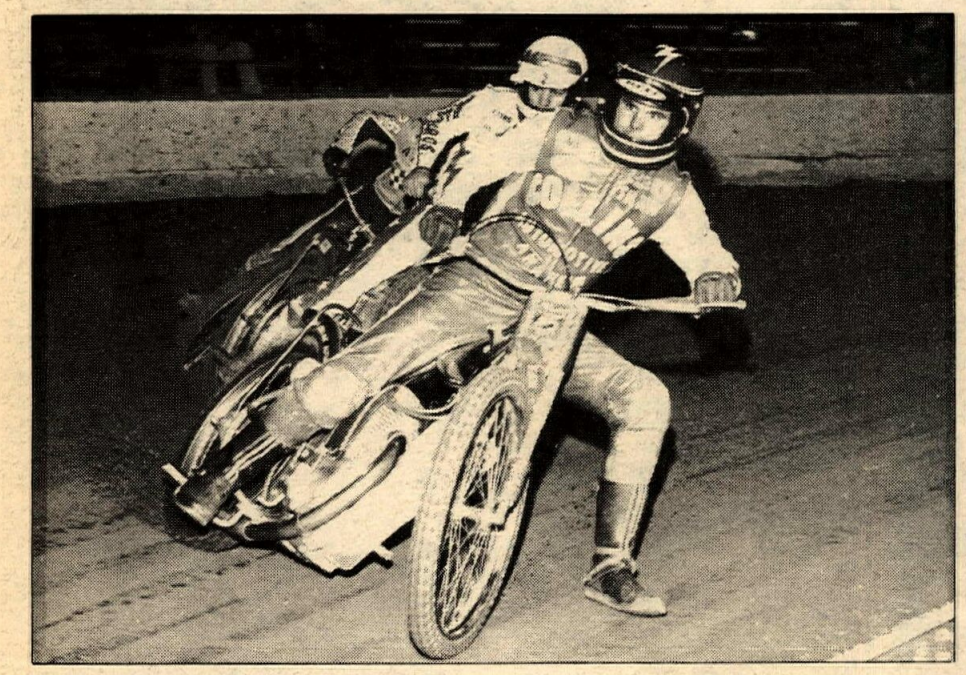
Main Event. As the gate went up, Jeff Sexton jumped out in front, but Woods immediately took over. For the next four laps Woods and Sexton steadily pulled away. At the checkered it was Woods by 20 feet.

Big Mike Konle, riding his own design swingarm frame, has been in more main events in the past four weeks than in four months last year. The big man has won a Handicap Main and this past week at Ventura he worked his way into both main events, taking second in the Handicap Main and third in the Scratch Main.

A steady list of riders are adding their names to the winner list in Division Two. Rick Farron did the trick this week in a fine race with Steve Hein pushing him to new heights.

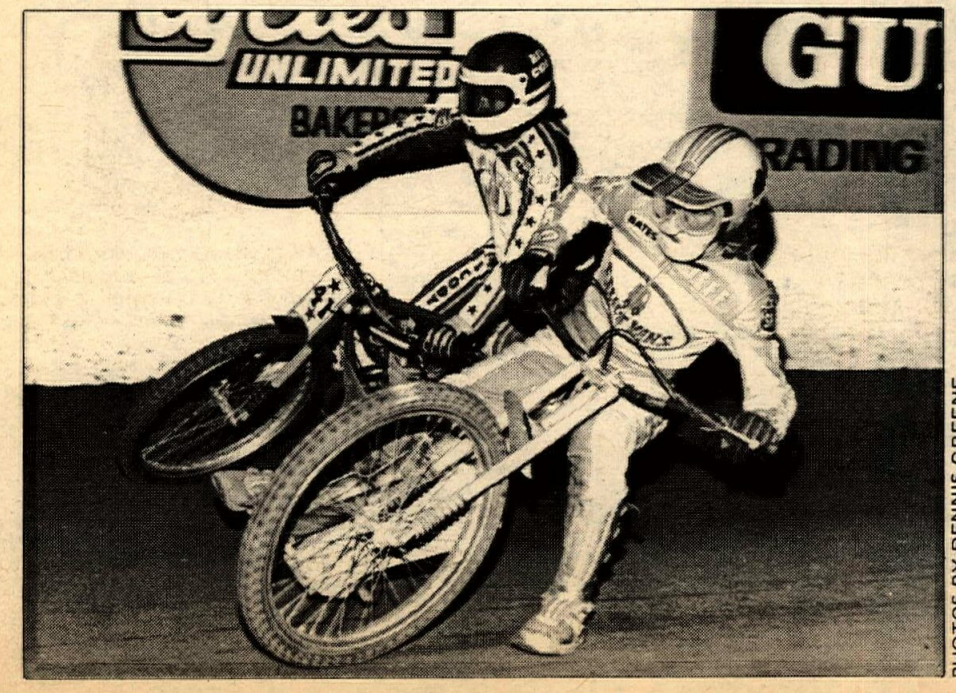
The six man, five lap Handicap Main saw Keith Tennis leading from start to finish for the win.

Highlight of the night was the two man, two lap Match Race between Rick Woods and Steve Bast. Woods took the win after a very tight two laps.



Lightning Larry's wide-eyed as he holds back Bast and Schwartz to win Irwindale Handicap.

Hot Purple Helmet race at Bakersfield. Bill Cody refuses to be stuffed to the outside, beats Sexton.



PHOTOS BY DENNIS GREENE

Irwindale, California
May 15, 1975

Short yardage markers got revenge this week as the track was slightly under par and resembled a grooved half-mile instead of the cushioned speedway oval that it has been. But it still resulted in some dazzling races in both the Handicaps and the bigger-bucks Scratch events.

Larry Shaw, looking his best of the year, went home with the Handicap honors using his 20-yard start to advantage throughout the evening. He came from third to win the second Handi heat over Bobby Schwartz and Bruce Penhall, then won the Semi, this time overtaking Jim Fishback and holding off Billy Meister and Schwartz.

When it came time for the Main, Shaw was determined that this was going to be his night. Phil Moon and Mike Muntean each straddled the 10-yard marker and Shaw was cramped on the 20 with Meister and Scott Sivadge.

Once the gate went up, however, it didn't take Shaw long to grab the lead. In fact it was less than two tours of the 220-yard course before he was up front and running away to a 20 yard win.

In Scratch action, Shaw continued to look strong, defeating Rick Woods in the first heat. This same race involved Billy Gray and Sonny Nutter in a spill. Gray was on the outside of turn one when Nutter tried to maneuver his way on the inside. There was not enough room for two on the groove and Nutter banged into Gray.

Jeff Sexton claimed the third heat with a narrow win over Wild Bill Cody. Dubb Ferrell and Steve Nutter did not advance. The final heat went to Bob Schwartz with Mike Konle taking second.

Curoso, from the outside, snatched the lead right away in the Scratch Main and rode flawlessly to victory over Bast and Woods. Konle, who enjoys taking the outside, could not maintain the tight action on the inside and finished fourth.

Cody earlier had narrowly bested Schwartz by less than a bike-length for the Scratch Consolation win.

The Feature Match Race was a questionable event which brought out a chorus of boos at its completion. Mike Bast jumped immediately to the lead of the two lapper and looked to be an easy winner. Suddenly, with two turns remaining, he pulled up to a near halt, seemingly having fire problems. Dubb Ferrell, pulled alongside and got no more than five feet ahead when he, too, appeared to have mechanical problems.

Neither engine lost fire, however, and they dog-paddled several times side by side and then drag-raced to the finish with Bast taking the win by two feet. Ferrell, by the way, was mounted on a J.A.P. for this one race. The crowd, smelling a possible "put on" began to boo.

Costa Mesa, California
May 16, 1975

For the first time this season at Costa Mesa, we have our first double winner.

Mike Bast broke the two-two main event tie between himself and Mike Curoso in the Scratch Main. Bast had beaten Mike Curoso earlier in the night in a special Match Race, then won the Handicap Main in the last lap getting around Danny Becker and Mike Muntean.

The Scratch Main went to Bast with Curoso trailing, Woods for third and Sexton in for fourth.

Two main events in a row is an all out effort that only occurs about four or five times a year.

Dan Becker returned to Costa Mesa after taking several weeks to get himself in good mental shape for the long race season. He worked his way into the Handicap Main with skill and style and very little clowning around. He was smooth and looked good.

Bakersfield, California
May 17, 1975

Incredibly, the record book will be rewritten or at least a new page will be added with a heading that should read: "The names of riders that have won the Scratch Main Event and the Handicap Main Event on the same night two nights in a row," and only one name will be there, that of Mike Bast. Bast was the first rider to take both main events at Costa Mesa, then 24 hours later do it again at Bakersfield. This had never happened, at least since the sport was reborn in 1968.

Mike had a clean win in the Handicap Main, passing Steve Nutter in the last lap when front runner Jim Gresham went wide, taking Nutter with him, leaving the door wide open.

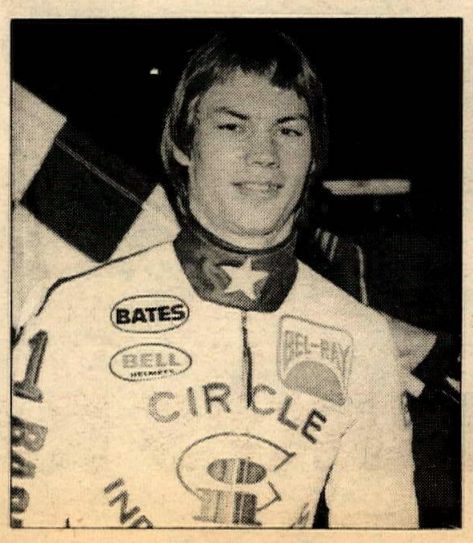
The Scratch Main was a neater story as Sonny Nutter, Larry Shaw, Mike Curoso and Mike Bast moved to the starting line. Bast stretched them tight, Shaw and Curoso moved up to the tapes as the gate went up, the tapes broke but who was to blame, by the rule book Bast could be sent to the pits, in fact that is what the referee motioned to the announcer and he said that would be it for Bast for the rest of the night. But as Mike came around to leave the track the referee stopped him and put him back in the line up saying that he could not put the blame on one rider, that three riders were on the tapes when it went up.

The race was restarted with all four men, this time it was a clean start but Nutter flipped it over on the start and was out. Bast went to the lead for the win and became the only rider ever to win both doubles.

If there was not enough racing going on to delight the fans, an impromptu three man race in the buff! That's right, not one, not two, but three racers came out on the track wearing nothing but a smile. ●

Results in Results Section.

Mike Bast rewrites the records again.



Becker's back. But why are all the specators hiding?

"Just the looks of this new thing are enough to scare the squids right off the course.

"The seat's chopped off. The rear fender's a mile up in the air. And the shocks are gas-filled, laid-down, and so far forward they're almost out of sight.

"What it feels like is a spring, all wound up tight, ready to explode if you so much as jiggle it.

"So I jiggled it.

"WAAAAAAAAAAEEEEEEEEEE!

"Oh sure, Suzuki told me that their new porting would give it a lot of snap. But this was ridiculous. We came out of the hole so fast, I just barely hung on.

"And then we hit the whoops.

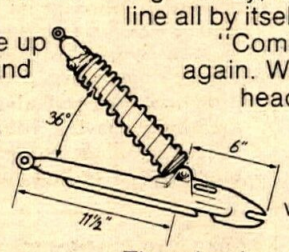
"At least, they *looked* like whoops. The only thing was, the wheels didn't seem to know it. They clung to the little ones like a snake going over rocks. No matter how high the frame went, the wheels hung right in there, spitting out power.

"And over the big ones, they didn't fishtail once. We went through those whoops on a line so straight you could hang clothes on it.

"Man, that's handling!

"Up came the first turn. A big hairy sweeper with a super-high berm.

"I tapped the gears, and slammed into it hard. Magic. Right away, it seemed to seek out and lock into the right line all by itself.



"Coming out, I cranked it on, and WAAAAAAEEEEEE, again. We shot out of that thing like a sling shot, heading for the first jump.

"Surprise.

"We didn't stay in the air nearly as long as I thought we would, seeing how fast we were going.

"And all day long, I found the same thing. The wheels on the RM like to stay in the dirt where they can push . . . not in the air where they can spin.

"So if you're after a bike for show, this isn't it. This one's for win.

"And my lap time proved it.

"What's its secret?

"Handling. It handles like a dream. You don't have to fight it or muscle it or make corrections all the time for goofs.

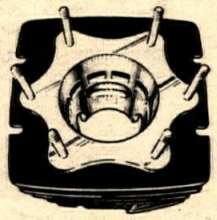
"You just flow over that course like syrup flows over pancakes.

"Competition, you're in big trouble."

SUZUKI®

U. S. Suzuki Motor Corporation, Dept. 8012 Santa Fe Springs, Calif. 90670

"The transfer ports are so big, they put two bridges in 'em."



"This is one bike you won't have to port. Suzuki's already done it for you. In fact, they're so big, they're bridged—twice—so the rings won't get hung up. That means you've got 6 holes sucking up the gas/air mixture out of the crankcase into the combustion chamber. This new porting—plus a big, 28mm carb—gives the RM its snap and power."

SUZUKI'S RM-125 IS HERE.

Ride safely: wear a helmet, eye protection and appropriate riding apparel.

First corner, first moto, and already Rahier (11) is in control. Second moto, he worked harder.

Gaston on the gas!

125cc GP of Great Britain

By John Huetter

DEEP CWM, WALES, MAY 4

Just over the hill from Camarthen Bay, on the rolling, hedgerow-striped green of South Wales, Belgian Gaston Rahier (Suz) continued his stunning domination of the 125 Motocross World Championship: an arena that, until this year, had been Zundapp country.

Gaston won both motos today in totally different but equally convincing styles. Second to him both heats was two-time F.I.M. 125cc Motocross Champ Andre Malherbe, the 19-year-old Belgian Zundapp pilot who, prior to the season, had been favored to repeat.

In the first moto, Gaston Rahier had his ultra-trick, featherweight Suzuki into the first turn 10 yards ahead of the pack. He grabbed the inside rut on the off-camber second turn (a hairpin), wheelied up the following hill and that was it. Nobody got close to him for 45 minutes as he won with 21 seconds over Malherbe.

Andre Malherbe (Zun) has been the reigning *enfant terrible* of the 125cc World competition. Last year, he'd won the F.I.M. Championships in the first six straight GPs and didn't even ride any more 125 rounds, including the U.S. 125 World Cup event. In the first moto today, Malherbe got an indifferent start about mid-pack, one position ahead of Belgian Zundapp teammate Gilbert De Roover. Second place in the opening laps was held by Briton Roger Harvey who had picked up a 125 monoshock Yamaha ride just for this event. It was "European stock."

After Rahier, the most remarkable new rider in the 125 GPs this year: Akira Watanabe found himself in an uncontested third spot after two laps. Watanabe was responsible for the development of the RM125 Suzuki, as test rider, but is riding a works RA125 in the GPs. Akira is remarkable in that he is getting consistent high placings in his first GP season, and unlike most other kamikaze-style Japanese riders, he is smooth, collected, controlled and deceptively quick. He had already collected a third overall in the French 125 GP, finishing second in moto two.

Gaston kept motoring away, using the easy lines over the hilly, twisting seaside course. After about 10 minutes, both Malherbe and De Roover cleared out of the heavier traffic and started moving. Nobody can figure out how, or why, the 125 Zundapps are so fast and so torquey, but they are. Heavy; small Amal 30mm carbs; standard Ceriani and gas Bilstein suspension; they go wheeling up the bumpy hills. Malherbe used his Zundapp to pass Watanabe after 15 minutes. Since Watanabe had shortly before passed Harvey, that left the young Belgian champion in second.

De Roover came up quickly on his Zundapp and started pressuring Watanabe. They ran side by side through the hairpins, across the small stream and up the loop-within-a-loop sidehill. Watanabe got off his outside line, forced there to some extent by De Roover's charge, and literally stepped off his RA Suzuki as he choked. He kept running with it up the hill but had lost critical momentum. It took him five positions lost to find first gear and get going.

Antonin Baborovsky, a CZ transfer from the 250 class, also came up from about 15th to fifth which was as far as he could get before time ran out. He had crashed lightly in the first few laps.

Gaston, meanwhile, had the time and was of a mind to smile at this reporter in the corners as he finished his gate-to-checkered winning ride. It was clearly very easy for him.

Receiving congratulations in his pits, later, Gaston remarked, "Maybe not so easy for me if Malherbe getting better start."

When the world's longest start gate dropped for the second 45-minute round, Malherbe did get a better start. Right behind Gaston Rahier, who pulled another horsepower holeshot. (Gaston's RA Suzuki is reportedly developing 28 of the elusive ponies.) Baborovsky, De Roover, and Watanabe were all bunched tightly behind at the start of the second round. The pack bunched and spilled through the grass.

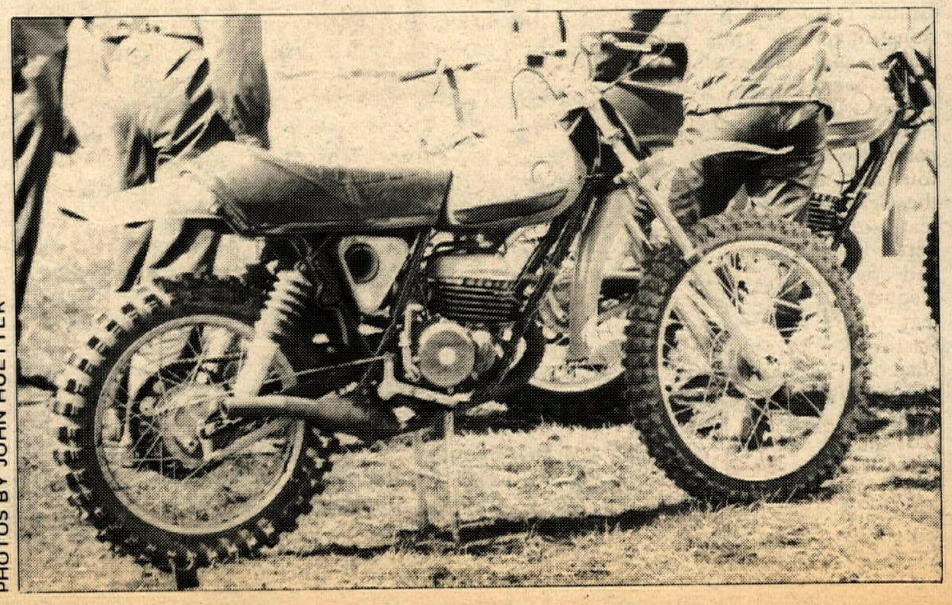
Finishing the first lap, Gaston cut inside at the finish turn in an attempt to avoid the ruts worn in by the 500 Support class. As he accelerated, the rear 4.00 Metzeler stuck in one of the cross ruts and the Suzuki slipped sideways – off its wheels.

Gaston was back up immediately but both Malherbe (Zun) and Baborovsky (CZ) had gotten by while the diminutive Belgian was in his embarrassing position. Malherbe pulled out a lead of about 15 seconds. Gilbert De Roover was in fourth and pressuring Rahier, who hadn't yet gotten his pace back. De Roover came right up on Rahier's rear knobby in one of the many tight hairpins, but missed a shift and high-sided. This took the pressure off Gaston so he started applying it to Antonin Baborovsky. Watanabe also started moving up steadily after a less than spectacular start.

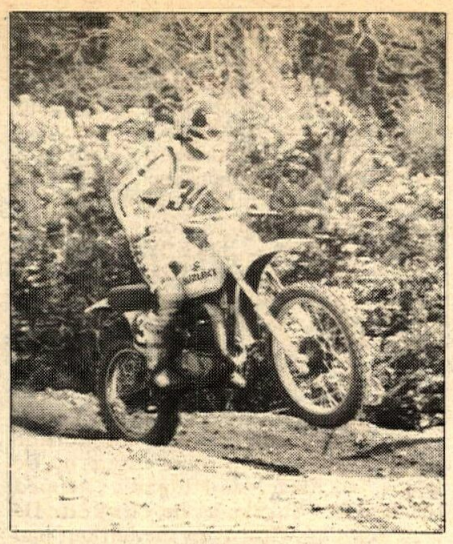
After 15 elapsed minutes, Gaston had passed Baborovsky. The Belgian was now back in second and closing on

Gaston's the Munchkin in the middle with the kid.

Works 125 CZ, nothing trick – just engine, tank, air box, hubs . . .



PHOTOS BY JOHN HUETTER



Akira Watanabe developed the RM 125, rides RA 125. Fast.

Malherbe. Malherbe turned up the wick but Gaston still kept eroding that 15 second lead down to nothing. It was fast, concentrated GP competition with lap times considerably lower than those of the 250 and 500 National riders on a course that included two monster uphills and several normal ones.

Gaston came right up on Andre Malherbe's rear tire and smacked into it when the current Champ braked early for a corner. He tumbled to the ground and it was (officially) 11 seconds until he got going again. There were only about five laps left in the Grand Prix and Malherbe looked certain to win the second moto.

It had been a two-man race for most of the moto and Gaston Rahier was interested in keeping it that way. Again he resumed his attack on Malherbe, who is eight years Rahier's junior. With five minutes left in the Grand Prix, Gaston was about six seconds behind. Then Andre Malherbe bounced out of the stream up the following hill and missed a shift. He nearly pitched off the Zundapp as Gaston came right up behind him. The 27-year-old Belgian Suzuki pilot put his training to work and passed Malherbe on the succeeding downhill. Malherbe had the better line coming out, and a torquier 125, and repassed Rahier going back up again. Gaston caught up to Andre Malherbe again, both of them wide open as Gaston stood his Suzuki vertical on a little up-bump ledge. He tapped the rear brake to bring it down and didn't make any more mistakes as the 170 pound one-two-five bounced down beside the Zundapp.

Andre Malherbe had looked to be riding a little out of control, maybe a lot, the last few laps trying to hold off Gaston's relentless and repeated attacks. It finally caught up with him as he went too wide too fast and took out four-five course marking posts. Gaston passed him in the crash, took the lead, and that was it. The last lap flag had already come out.

Gaston Rahier made it perfect one-one finishes in the British 125 Grand Prix, with less than half a lap remaining. At some distance behind Rahier and Malherbe were Baborovsky, De Roover, and Akira Watanabe, who'd calmly worked his way up to fifth.

Rahier is no stranger to GP competition. He's done all or part of four seasons in the 250cc class. He won the German 250 GP last year though his feat somehow was overshadowed by better-known Suzuki riders Joel Robert and Sylvain Geboers, who finished second and third behind him. At five feet four inches and 133 pounds, Gaston Rahier seems to have found his place in 125 Grands Prix. Suzuki wants to win that first official 125cc World Championship in 1975 and so does Gaston. He'd already won the French 125 GP the weekend before.

There was not one single Honda entered in the British 125 GP. Gaston remarked that there were three 125 Elsinores in a field of 55 riders at the

WE'RE LOOKING FOR PEOPLE WHO LIKE TO SELL OUT.

According to our latest survey, more than 60% of all Cycle News dealers sell every copy on their counters. Every issue.

Cycle News sells out because readers like our no-B.S. approach to everything from ecology and motorcycle legislation to shop tips, home repairs and no-holds-barred product evaluations.

Most importantly, Cycle News is news. Race results. Point standings. Up-coming events. News while it's still news.

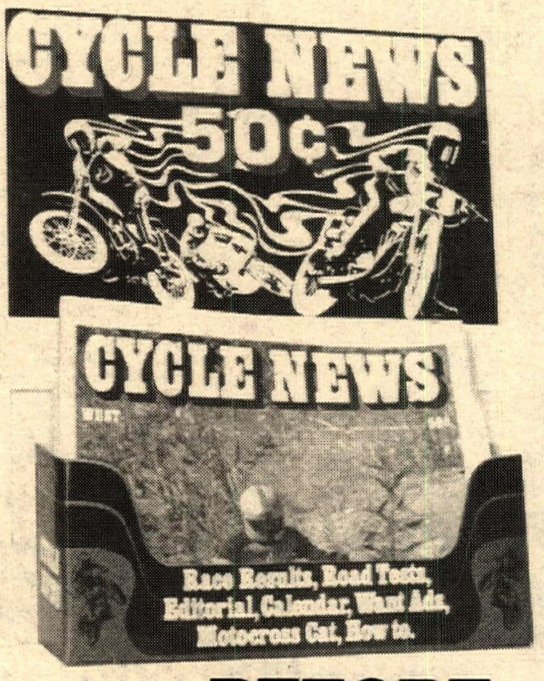
As a Cycle News dealer, you'll not only have the pleasure of dispensing a lot of good cycle news to your customers, but you'll also have the pleasure of pocketing 40% profit per copy sold per issue.

A minimum order of 10 copies per issue makes you an official Cycle News dealer.

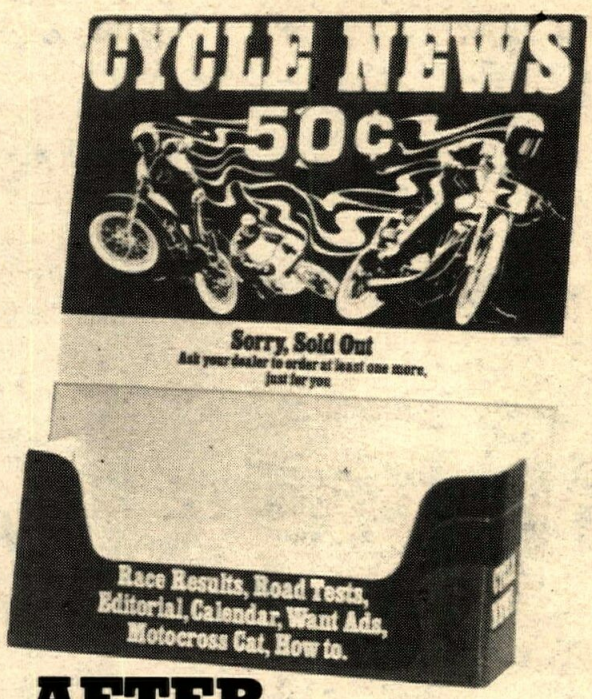
As a dealer, you'll receive a handy Cycle News counter rack for your counter and a swell Cycle News window poster for your window.

Why wait? Wherever you are — West, East, or Central — there's a Cycle News edition for you to sell out of. And a Cycle News person waiting to sign you up.

Just pick a phone number or address below and use it.



BEFORE



AFTER

Cycle News West, (213) 427-7433
Box 498, Long Beach, Calif. 90801

Cycle News Central, (512) 444-7548,
Box 13245, Austin, Texas 78711.

Cycle News East, (404) 934-7850
Box 805, Tucker, Georgia 30084

CYCLE NEWS WEST/CENTRAL/EAST

SAMMY TANNER DISTRIBUTING
LUBRI-TECH
213-924-2111

Bultaco Headquarters
Suzuki Sports Center
4200 Saviers Rd., Oxnard, CA
Best selection of parts, bikes, dyno tuning
805-488-2619 or 805-642-8458

Carabela Hodaka Indian Maico Montesa Puch Steens
Westminster Sport Cycle
Guy R. Louis
7219 Westminster Ave., Westminster, CA (714) 893-7057

Bob Ashlock Office Machines
Sales & Service
IBM – Olivetti – Addo-X – Olympia
Member U.R.A., bench racers welcome
7305 Van Nuys Blvd.
20% off
213-780-5550

Bultaco Parts
Largest inventory on West Coast
Bultaco CZ Hodaka
Mail order/will ship anywhere
Fast, dependable service
Quality Motorcycle Repair
1123 Francisco Blvd., San Rafael, CA 94901 415-454-3406

John Trani's Competition Cycle Products
specializing in desert & motocross
16612 Beach Blvd., Huntington Beach, CA
714-847-2202

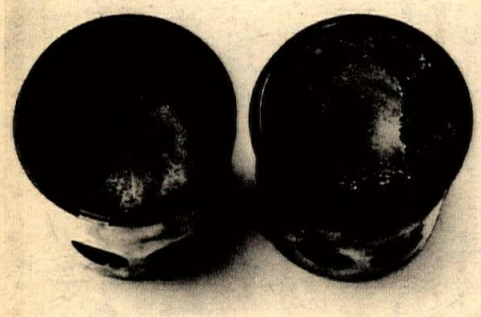
Parts • Service • Frame Mods • Accessories
WHEELSMITH MOTORCYCLES
3641 W. McFadden, Santa Ana, CA 92704 714-839-0150

Mike Patrick's
YAMAHA of CORONA
1101 E. 6th Street, Corona, CA
(714) 735-7721

ENCLOSED TRAILERS
Great for hauling & storing motorcycles. Good security for bikes & equipment. Standard Spec: 12' to 18' X 87" wide, Interior heights to 95". 42 X 69" door, 2 X 4 studing on 16" centers. Paneled aluminum sides & underbelly. 700 X 14 6 Ply tires, electric brakes. Send for free literature FRIESS WELDING
3342 S. Main St., Akron, Ohio 44319
216/644-8160

KLOTZ VS. PETROLEUM

Find out more before you make your choice.



Piston after 1,027 miles with Klotz

Piston after 1,027 miles with petroleum oil

What happens inside, when you run a different lubricant in each cylinder of the same engine . . . Klotz in one side and a leading petroleum-base product in the other? The differences will astound you.

Get "The Klotz Report." Read all about it. See your Klotz dealer for a free copy. Or, write us direct. Please include 25¢ to cover cost of postage and handling and we'll also send along our brochure on the whole Klotz family of products. But be forewarned, you may never want to run a "cheapie" oil again.

Dealer inquiries are welcome.

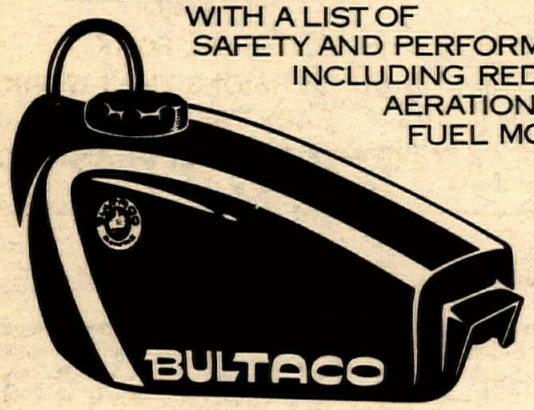
KLOTZ POWER TO GO

Klotz Special Formula Products, Inc.
P.O. Box 1343 Dept. CN55
Ft. Wayne, Indiana 46801

BULTACO

FEATURING A SAFETY FOAM FILLED ACRYLIC GAS TANK WITH A LIST OF SAFETY AND PERFORMANCE FEATURES INCLUDING REDUCTION OF FUEL AERATION AND VIOLENT FUEL MOVEMENT !

6iCELL



CYCLE CRAFT BUILT TO LAST

SEE YOUR DEALER

DEALERS: SEND LETTERHEAD FOR CYCLE CRAFT'S COLOR BROCHURE AND DISTRIBUTOR LOCATIONS

CYCLE CRAFT INC. 1572 SOQUEL DR., SANTA CRUZ, CA 95065 (408) 476-4566

Ascot

AMA Pilot Program every Tuesday night

1/2 mile May 27 TT & ¼ mile other dates

3 classes: Minicycles•125cc•250/360cc

Open to all riders – licensed & unlicensed – except Pro Experts
Advancement points for AMA Novices & Juniors.

call for info: Daytime 213-321-1610 213-323-9710
Nighttime 213-532-6363 213-676-8124

French round. It's a little surprising, but it hardly seems to matter now. Gaston Rahier has won three out of the first four 125 GP motos and is in excellent mental and physical shape. He is coming out of the shadow of other well-known Suzuki-mounted Belgians like DeCoster and Robert to earn a World Championship in his own right. Gaston was a little sick in Britain and says he can go faster.

Unless somebody gets injured, the race for 125cc World Champ will be an all-Belgian affair with possible spoiler roles to CZ factory rider Antonin Baborovsky and the gentle Japanese Akira Watanabe, Rahier's Suzuki teammate. The 125cc class is still, however, ripe pickins' for some of the more talented American riders. It's a damn shame they lack the maturity, or interest, or support necessary to race in the World 125cc Championship.

The U.S. 125 Grand Prix at Mid-Ohio should prove very interesting. Some Hondas might even show up. •

Results

MOTO ONE: 1. Gaston Rahier (Suz). 2. Andre Malherbe (Zun) 3. Gilbert De Roover (Zun). 4. Roger Harvey (Yam). 5. Antonin Baborovsky (CZ). 6. Daniel Beaumont (Yam). 7. Graham Noyce (Hus). 8. Ivano Brissoni (Asp). 9. Jiri Churavy (CZ). 10. Akira Watanabe (Suz).

MOTO TWO: 1. Gaston Rahier (Suz). 2. Andre Malherbe (Zun). 3. Antonin Baborovsky (CZ). 4. Gilbert De Roover (Zun). 5. Akira Watanabe (Suz). 6. Terry Dyer (Suz). 7. Roger Harvey (Yam).

125cc WORLD CHAMPIONSHIP STANDINGS TO DATE (with points): 1. Gaston Rahier (55); 2. Gilbert De Roover (43); 3. Andre Malherbe (36); 4. Akira Watanabe (28); 5. Antonin Baborovsky (24).

250cc GP of Czechoslovakia:

Willi Bauer rolls on

By John Huetter

HOLICE, CZECHOSLOVAKIA, MAY 4

German Willi Bauer (Suz) was declared overall winner of the Czech 250 GP and added it to his considerable points lead in the World Championship race – and still hasn't won a moto in Grand Prix competition. Four-two finishes in the 45-minute legs over a changed, but still bumpy course, gave Willi maximum points, along with Miroslav Halm, the mysterious Czech who usually races only the Czech 250 GP and usually wins it. Halm had two-four tallies.

The first moto was won by Zdenek Velky (CZ) and the second by Jaroslav Falta (CZ) in a race that is normally Czech-dominated. Today was no exception. It's a surprise that Bauer won on elapsed time.

Jim Pomeroy (Bul) put himself out of the first moto via a crash, but came back in the second round to finish sixth between Oldrich Hamersmid (CZ) and Vic Allan (Bul). Six-time World 250 Champ Joel Robert (Suz) distinguished himself with a third in the first moto, but retired in the second, complaining of fading shocks, a cold and the fact that he was out of the second moto top 10. Bauer's consistency may be the key to a championship. No firsts; but no DNFs, either. •

Results

MOTO ONE: 1. Zdenek Velky (CZ). 2. Miroslav Halm (CZ). 3. Joel Robert (Suz). 4. Willi Bauer (Suz). 5. Adolf Weil (Mai). 6. Hans Maisch (Mai). 7. Oldrich Hamersmid (CZ). 8. Evgeny Rybaltchenko (CZ). 9. Pavel Rulev (CZ). 10. Jirka (CZ).

MOTO TWO: 1. Jaroslav Falta (CZ). 2. Willi Bauer (Suz). 3. Hans Maisch (Mai). 4. Miroslav Halm (CZ). 5. Oldrich Hamersmid (CZ). 6. Jim Pomeroy (Bul). 7. Vic Allan (Bul). 8. Harry Everts (Puc). 9. Hakan Andersson (Yam). 10. Jirka (CZ).

250cc WORLD CHAMPIONSHIP STANDINGS/POINTS: 1. Willi Bauer—78; 2. Jaroslav Falta—54; 3. Joel Robert—47; 4. Adolf Weil—43; 5. Harry Everts and Hans Maisch—41; 6. Jim Pomeroy—39; 7. Hakan Andersson—37; 8. Zdenek Velky—31; 9. Oldrich Hamersmid—27.

Austrian GP

Kanaya makes history, Ago makes fuss and Sheene misses the race

By Chris Carter

SALZBURGRING, AUSTRIA, MAY 4

Two engine failures for Giacomo Agostini, two victories in a World Championship meeting for Hideo Kanaya, and a crash, the third in successive weeks, for Johnny Cecotto; they were just some of the highlights of a dramatic and action packed Austrian Grand Prix at the Salzburgring.

With both Agostini and Cecotto level pegging with a win and a second place each in the 350cc class it looked as this race might be the big one of the four event programme.

But when Agostini retired with a seized engine on his Yamaha, and Cecotto was brought down in a three man crash, all on the second lap, the picture rapidly changed.

Cecotto was one of two innocent victims of an engine seizure for Hungarian star Janos Drapal. Drapal, diving through on the inside of a group of riders to improve on a poor start, lost control as the rear wheel locked up. His bike went away sideways, knocking off Britain's John Williams, and coming within a fraction of an inch of hitting Ago. But while the Italian world champion escaped, Cecotto could not avoid the figure of John Williams, who was in his path, and rode over him. He, too, then fell off.

Drapal escaped a very heavy fall with just a broken collar bone, and Williams, who missed last year's Isle of Man TT through a practice crash in the Island, hopes to be recovered from a fractured shoulder by the time this year's race is due in June.

Cecotto was unhurt, except for knocking the hand he injured in his Spanish Grand Prix practice fall, two weeks ago.

The man who had led almost from the start, Hideo Kanaya, then had the race in his pocket. He was chased for a while by Spaniard Victor Palomo, who is in fine form at the moment, but he always had plenty in reserve, and after twice cracking the lap record he began to open a sizeable lead.

After a neck and neck tussle for eight laps Hideo pulled open an 8 1/2 second lead over the next eight laps.

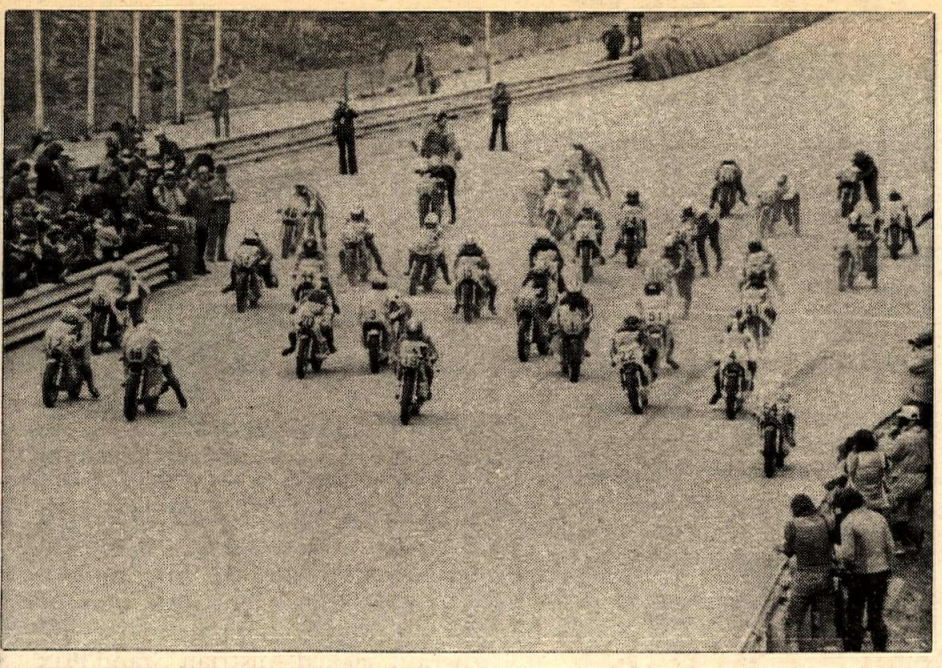
Brazilian star Adu Celso Santos looked a good bet for third place, until he was caught and passed by the battle between Britain's Chas Mortimer, and South African Jon Ekerold, who only 45 minutes before practice had started on Friday, talked his way into a start at the meeting!

This battling duo caught Palomo, too; Mortimer moved ahead, but only briefly. Just four laps from home, his engine seized.

Palomo went back into second place, but he, too, struck trouble. His bike slowed, Ekerold moved ahead, and Victor was forced to retire.

That gave Santos the third place he deserved, while unlucky Swiss Phillipe Coulon, an early pacemaker in the battle until his old engine went off song, grabbed fourth position in a four-man blanket finish in which less than a complete second covered Coulon, young Frenchman Patrick Pons, German champion Tony Mang, and another French rider Gerhard Choukroun.

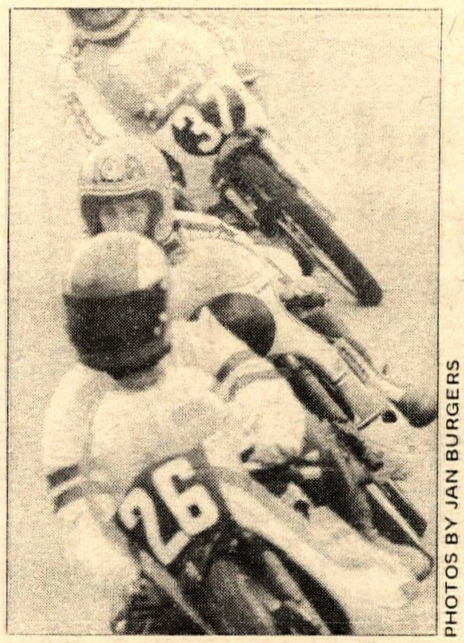
No fewer than 20 riders retired, the bulk through engine seizures. Australian Jack Findlay, who pulled out because he thought the main bearings were breaking up on his Yamaha, is hoping



The start of the 500 race. Pick a line and push.

Things didn't go well for Ago.

World Champ Andersson in a sandwich.



PHOTOS BY JAN BURGERS

for a Guiness Book of Records entry. He claims that eight riders seized up, immediately in front of Jack during the race, putting even more grey hairs on his veteran's head!

Two of those retirements, Ago and Cecotto, watched gloomily, but after the reckoning things were not so bad. Ago and Cecotto still lead the championship battle, but some of their rivals are much closer.

It was a long race, almost 90 miles, for the 350s, and it was not a lot shorter for the 125s which followed them. Their race was 30 laps instead of 35. And for every one of those 30 laps the all Italian team of Paulo Pileri and Pirpauol Bianchi, on Morbidellis, dominated the proceedings.

On the second lap Dutchman Henk Van Kessel split the pair for just a brief moment, but a lap later it was back to the usual 1-2 situation.

Bianchi was in fact the much quicker of the two this time. His ultra-light weight helped on the long uphill climb, and he began to pull away from his teammate.

But the instructions were clear. Bianchi is to win the Italian championship, and Pileri the world title.

Bianchi slowed dramatically on the last lap to allow Pileri to catch him, and overtake. Then one behind the other they crossed the line.

Reigning World Champion Kent Andersson had tried his best to stay with them in the early stages, but he had finally had to give up an unequal struggle against much quicker motorcycles. Third was good enough for him he thought. But poor Kent didn't even get third. He ran out of fuel in the run-in to the finish and Van Kessel nipped ahead on the line. A cruel blow indeed.

The other Swede in the world championship hunt, Leif Gustafsson, was fifth after fighting off a long challenge from Austrian Harold Bartol, who slid off in the closing stages, leaving sixth position to Bruno Kneubuhler.

This dedicated Swiss rider's little Yamaha was even slower than Kent's, so he was grateful for even 5 championship points!

Then came the 500s. The race was over 43 laps, about 110 miles of high speed racing, but before it even started there was drama, argument and action.

Since early in the morning messages had told the paddock many times that "slicks" were not allowed for the races.

In the morning the track was indeed wet, and rain, which ruined the last two practice sessions on Saturday, still threatened. But when the 500 race was due the dry was bone dry, and though it still looked wet enough to persuade some riders (Teuvo Lansivuori on the new works Suzuki, for one) to use wet weather tires, it was not yet raining.

FIM regulations say that slick tires cannot be used when it is raining. So armed with the rule book Ago put on some Dunlops with three hand cut grooves, and waited for the uproar. It came! But, as so often happens, Ago won. The organizers gave in, and the race started almost twenty minutes after coming to the grid. This lengthy delay was not all Ago's fault, though. Barry Sheene, sixth fastest in practice in his first Grand Prix since his Daytona crash was told after a Sunday morning medical that he was not fit enough to race. He thought he was and came to the line. Twice he pushed the bike into life to show he could push-start. But it was in vain, and eventually a disappointed Sheene left the grid.

Once the race started it was all Agostini. He did it the hard way too. He passed all the main contenders to take the lead and disappear into the distance, leaving Kanaya a comfortable second, and Lansivuori Armando Toracca, and Phil Read to worry about third place.

But then Ago's machine stopped with suspected ignition troubles. He had built a king-size lead, and set a new absolute record for the circuit. But he didn't get any points!

It looked, just for a while as though Lansivuori and Read, now clear of Toracca, might catch Kanaya. But he had been only coasting. At the flag he was almost 12 seconds clear.

Read followed Teuvo home, and though it's enough to put him into second place in the championship table behind Kanaya, the MV is still not really competitive.

Harley-Davidson factory rider Gary Scott, making his Grand Prix debut, never got past the first turn. Scott tore off the starting grid, but he apparently tried to out-brake the field and crashed. He was uninjured.

Finally it was the sidecars, and the closest race of the day.

West German Rolf Steinhausen and Swiss-Italian Angelo Pantelini staged a real ding-dong scrap throughout the 30 laps. Steinhausen finally getting the better of the battle, after Angelo had come close to running out of fuel on the last lap, particularly on the long hill!

Second is enough to put Pantelini, in his first season of GP racing, into the championship lead, but the big question is - who is second?

Britain's Mac Hobson was lying third in the race, after his race long rival Karl Gerber of Switzerland had been forced to retire with mechanical problems on the Konig.

On the penultimate lap Mac had started to run out of fuel, and at the end of the lap he had called into the pits to re-fuel. But though he had completed the task, and set off down the pit lane, he was held on the red light while other outfits went past. But before he could rejoin the race, Steinhausen crossed the line, and Hobson was stopped from completing his final lap.

He didn't even take the checkered flag, though. And that means he isn't a finisher. An official protest was referred to the next FIM Congress. Till then we don't know if he is second, or sixth, in the championship battle.

Equally unlucky, too, was Swiss star Rudi Kurth. An apparent shortage of new chain prevented the Reynolds man giving him one, and the old one Rudi had to use broke, when he was lying third and rapidly catching the leaders.

World Championship contender Werner Scwarzel oiled a plug at the start, he had to shut off quickly, when a rival cut across his path. But after a pit stop he did three quick laps to prove he is still going to be the man to beat in the future.

The race took its toll on machines. Siggy Schauzu's new Helmut Fath built outfit was one retirement, but there were so many others that Swiss Rolf Biland, who had retired though a mixture of tire and engine problems, decided to rejoin the race after 5 laps and still finished 8th. ●

Results

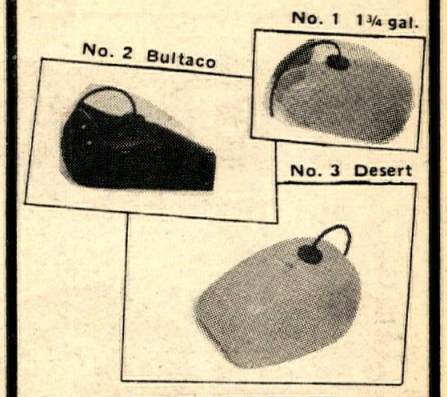
125cc: 1. Paolo Pileri (Mor); 2. Pierpaolo Bianchi (Mor); 3. Henk Van Kessel (AGV); 4. Kent Andersson (Yam); 5. Leif Gustafsson (Yam); 6. Bruno Kneubuhler (Yam); 7. Patrick Fernandez (Yam); 8. Horst Seel (See) ;9. Johann Zemsauer (Rot); 10. Hans Muller (Yam).

350cc: 1. Hideo Kanaya (Yam); 2. Jon Ekerold (Yam); 3. Santos Adu Celso (Yam); 4. Philipe Coulon (Yam); 5. Patrick Pons (Yam); 6. Anton Mang (SMZ); 7. Gerhard Choukroun (Yam); 8. Hans Stadelmann (Yam); 9. Pentti Korhonen (Yam); 10. Max Wiener (Yam).

500cc: 1. Hideo Kanaya (Yam); 2. Teuvo Lansivuori (Suz); 3. Phil Read (MV); 4. Toracca Armando (MV); 5. Lahfeld Horst (Kon); 6. Dieter Braun (Yam); 7. Auer Karl (Yam); 8. Herron Tom (Yam); 9. Alex George (Yam); 10. Tchernine Thierry (Yam).

Sidecar: 1. R. Steinhausen/Huber (Bus); 2. A. Pantelini/Mazzoni (Kon); 3. Prugl/Kussberger (Kon); 4. H. Luthringhauser/Hahn (BMW); 5. G. Boret/Boret (She); 6. G. O'Dell/Sosting (OWN); 7. A. Zini/Fornaro (Kon); 8. R. Biland/Freiburghaus (Sey).

GENUINE
PMC
PRODUCTS



LIMITED OFFER
normally ~~$29.95~~
While they last
only $19.95
universal — fits all dirt bikes
1 year guarantee

yes! I want you to send me
PMC Plastic Tanks @ 19.95 ea.
Types — 1 — 2 — 3 Yellow White
Mounting Bracket @ 2.00 ea.
Include $2.00 for shipping & 6% sales tax

Name
Address
City
State Zip

Mail today with check or money order.
R&R
P.O. Box 43, Burbank, CA 91503

1975
125 HONDA
ELSINORE OWNERS!
AT LAST,
GAS-OIL FORK
CONVERSIONS THAT WORK,
RACE TESTED AND
COMPLETELY GUARANTEED!

For $13.95 you get complete instructions and all necessary hardware. You get completely new, re-designed fork caps, machined aluminum alloy.
Eliminates unnecessary weight, fork spring fatigue, and arm fatigue.
Race tested for several months without one failure with winning results. Greatly improves handling. You are able to vary gas pressure and/or oil capacity to your weight and riding needs without special tools!
Order by mail or call:
Sunset Sports
3809 Laguna Ave.
Palo Alto, CA 94306
415-493-4780
California residents add 6% sales tax
Dealer inquiries requested

"The Snake Strikes"
Jones MX Products

Distributors:
WEST
20868 Currier Rd., Walnut, CA 91789
(714) 595-0819
EAST
P.O. Box 204, Prospect, KY 40059
(502) 228-8025
CENTRAL
P.O. Box 91, Hico, TX 76467
(817) 796-4990

Pennzoil Performer Award

KENT HOWERTON

Team Husqvarna rider, Kent Howerton, outran the field in the AMA National Series opener at Hangtown. He won both the 250cc motos for the overall win and the series' points lead. His factory prepared Husqvarna 250 gets winning engine protection from Pennzoil 2-Stroke Motorcycle Oil. Take a tip from Kent and Team Huqvarna, be a winner . . . ask your motorcycle dealer for Pennzoil. Pennzoil 4-Stroke and the new Injector Oil are also available.

PENNZOIL COMPANY
Oil City, Pennsylvania

Fisher 1st, Sassaman 2nd at Indy Amateur National Road Race on Red Wing suspension.

Late race results: another Red Wing win - thanks to a competition fork that's the finest available, bar none. It's got premium triple-lip seals to keep fluid in, dirt out; high-performance damping, with hydraulic stops to prevent bottoming; lightweight alloy sliders; tempered stanchion tubes; 3-position preload springs, externally adjustable; and lots more. All fitted - with shocks, optional springs and steering dampers - into a total, tuneable suspension system that builds winners. Just ask the Red Wing team: AMA Grand National experts Don Castro, John Gennai, Rick Hocking, Charles Seal; Enduro star Alfie Henrich; and Motocross winners Tony DiStefano and Bob Harris.

Red Wing suspension systems are participants in the AMA major contingency programs.

Special offer: Exclusive Red Wing "Ride Guide", with introduction by Dick Mann, tells you how to choose, mount and adjust the ideal combination of Red Wing components to suit your build, bike, and the test you're going to put them to. Describes the exact technique for forward mounting rear shock absorbers. Only $3.00, with Red Wing shoulder Patch, decal, and product catalog. Write to: Marubeni America Corp., Red Wing Group, 200 Park Ave., Dept. CN 414, N.Y.C. 10017

When it comes to performance, you can't beat The System.

RED WING ™

The front end that works!

or your money back. These Front End Dampening Units are designed for RACING over rough terrain. They will give you a ride second to none!

No modifications, just bolt in the new units.

8" of travel; kits for: CZ red or black frame; YAMAHA MX & YZ; KAWASAKI KX 125, KX 250, KX 450; SUZUKI 250/400 '73-'75 BETORS Dealer or Direct
Send for Free Literature

TERRY INDUSTRIES
P.O. Box 1321, Hesperia, CA 92345
714-244-3139

next week
humongous plonk-out
every japanese trials bike in one issue
two AMA National trials
Greenhorn Enduro
The Great American Motorcycle Factory
(builds Kawasakis)

Local hotli

Granny IV Enduro

By Larry Langley

BARSTOW, CAL., MAY 18

Around 700 riders showed up to sample PVDR's latest version of their Granny Enduro. Past years have been blessed with such nice little niceties as rain, hail, and even snow. But this year just warm, pleasant weather to sweat off a few of those desk pounds we tend to accumulate.

A number of Greenhorn-entered riders were on hand for a final tuneup. A few new bikes were being broken in also. Cooper-sponsored Sam Lyman showed up on a new Bultaco Frontera raising a few eyebrows. It seems Cooper sold out and his bike went with the deal (Reportedly to the Jones Bros.). Sam lost a grand total of one (1) second which will be good for maybe fourth overall if he's lucky. It was that kind of enduro.

Actually it wasn't the super easy type of enduro at all. The first loop was what I would consider a fair balance, offering a mild challenge for the kids and powder puffers. and still not overstep or too hard. There's a fine line there and PVDR successfully drew it.

The first check had the better riders a little puzzled as they either burned it or just snuck in on their minute. PVDR race referee Dave Martin graciously offered to recheck the mileage and the three mile check was found to be in error. This means the distance to the first check was just a little off, to the tune of 0.1 mile. Doesn't sound like much but at 18 mph that's a 20 second error which is a lot. The rest of the 28 mile loop was pretty well spot on. The finish was a "secret" check in that while the mileage was known, you couldn't come in early, you had to be on time. Some serious timekeeping was in order as it was also the tiebreaker.

The second loop had some very interesting and fun sections only marred by a lack of checks. One or two more and there would have been a lot less zeroes. (There were only two.) The run out to the three miles check was probably the best part of the enduro. Some riders screwed up their speedo readings when they didn't make it up a very challenging, rocky uphill just prior to the check. A lot of sand washes with *giant* whoopers got the old legs a good workout and one 12 mph section gave us our monthly rock garden practice. The first check of the second loop was located in a 28 mph section so you had to hump it to make it. Quite a few riders did from what I've heard.

I know of three zero zeroes (score/tiebreaker) and two one second lost. There was no tiebreaker on the second loop which was strange as they had to rely on the easy finish check on the first loop.

Suzuki rider Ed Mazenko (in one of his rare finishes), and Honda four stroke rider Crash Cano (Yes, that's eactly why they call him that.) and Bob Ashlock are in contention for first overall due to their zero scores and will probably be awarded a tie (unless PVDR decides to flip a coin which would probably be just as fair as their tiebreaker).

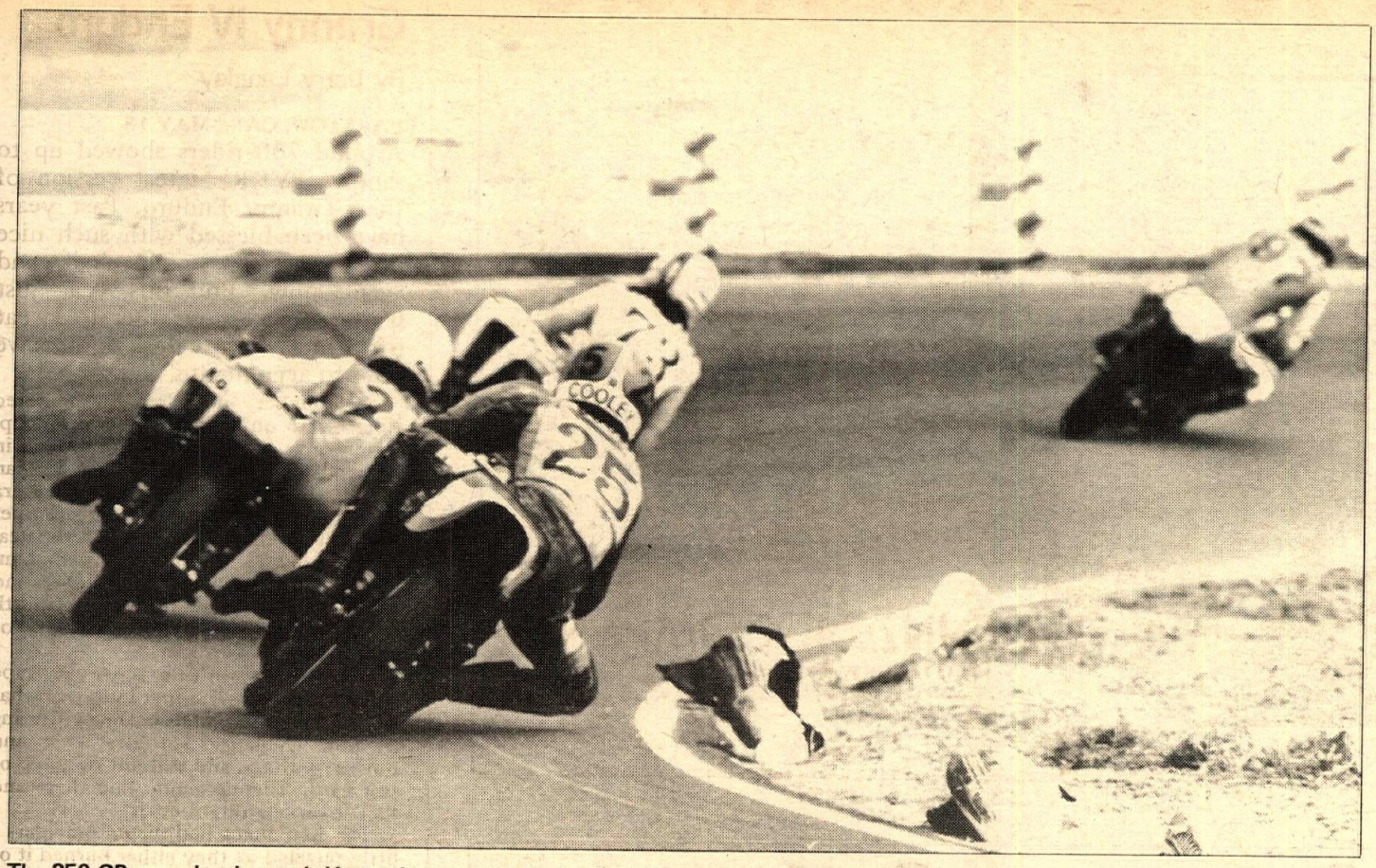
Results when we get them in the mail.

AFM RR: Wes Cooley, Jr. beats Team Kawasaki

By John Ulrich

RIVERSIDE, CAL., MAY 18

When Wes Cooley, Jr. dove his Yamaha TZ 700 into the first turns of today's Open GP race, it wasn't the average bunch of club



The 250 GP was a battle royal. Here privateer Wes Cooley (25) chases works rider Evans (27) and La Posada's favorite tostada, Harry Klinzman. Ron Pierce (Kaw) out in the far-focus fuzzies, leads briefly.

racers clustering behind him. Hurley Wilvert (Yam), out for some handling testing, had already retired with a fried clutch at the start. Cooley still had to contend with Jim Evans and his factory Kawasaki, Marty Lunde on his Wil Harding Yamaha, Pat Hennen on a U.S. Suzuki 750, George Roche's Action Four Z-2, and even Harry Klinzmann on a TY 350.

"Everything was working great. That's what I can say," declared Cooley after winning. Lunde, who cracked a pipe on the second lap, yet still moved up from about fourth to second, said, "I was a bit detuned in practice because the Kawasaki team has been here a whole day (last week), and our times were pretty bad compared to theirs, but in the race we actually bettered them" Evans seized his Kawasaki, brought out for sorting out, early in the race. Hennen was third, Klinzmann fourth, and Roche quit because he was tired.

But 250 GP was the real show. Kawasaki, determined to have their water-cooled 250s win-ready by Laguna Seca, embarked upon a refinement program that included renting Riverside Raceway three days before this race, racing here, and planning to race at Sears Point June 15.

Cooley, (Bel Ray Oil/Fairway Yamaha) again led the first lap of the record field. The racing was incredibly close, with Ron Pierce (factory Kaw) second, Klinzmann (Yam) third, and Jim Evans (factory Kaw) fourth, all nose to tail and leaving the gigantic pack behind.

Pierce got by on the next lap, and one circuit later Cooley was behind in fourth, Pierce third, Klinzmann second, Evans leading. Pierce's bike started to overheat, and put him back into a fading fourth on that lap. One more and Cooley drove from third to first; then Evans led again. Back and forth it went, lap after lap.

"I was going after Jim Evans," Klinzmann told a group back in the pits, "and soon as I passed him, Wes Cooley came by. From the on it was me and Evans (dicing) and then finally I just couldn't gain any more until this accident happened. Then I had to let off."

The accident was the crash in Turn Nine of two racers in the traffic and front-runners were battling through on the last few laps, and the reason Harry had to back off was that one downed rider's helmet rolled across his path!

"We've come a long way with the 250," Evans said afterwards. "We're a little ways away still, but development's coming along well. The reason Cooley beat me was that he rode really hard. I tried as best I coud, but I misjudged the last corner just a little bit and didn't have the right drive that I should of. He beat me by about a bike length."

In the Kawasaki pits, talk between racers and tuners seemed focused on the need to widen the powerband, or, as Evans put it, "just trying to make the bike more rideable as far as engine power." ●

Results in Results Section.

Smiths win CMC Saddleback (that's Marty and Tamali)

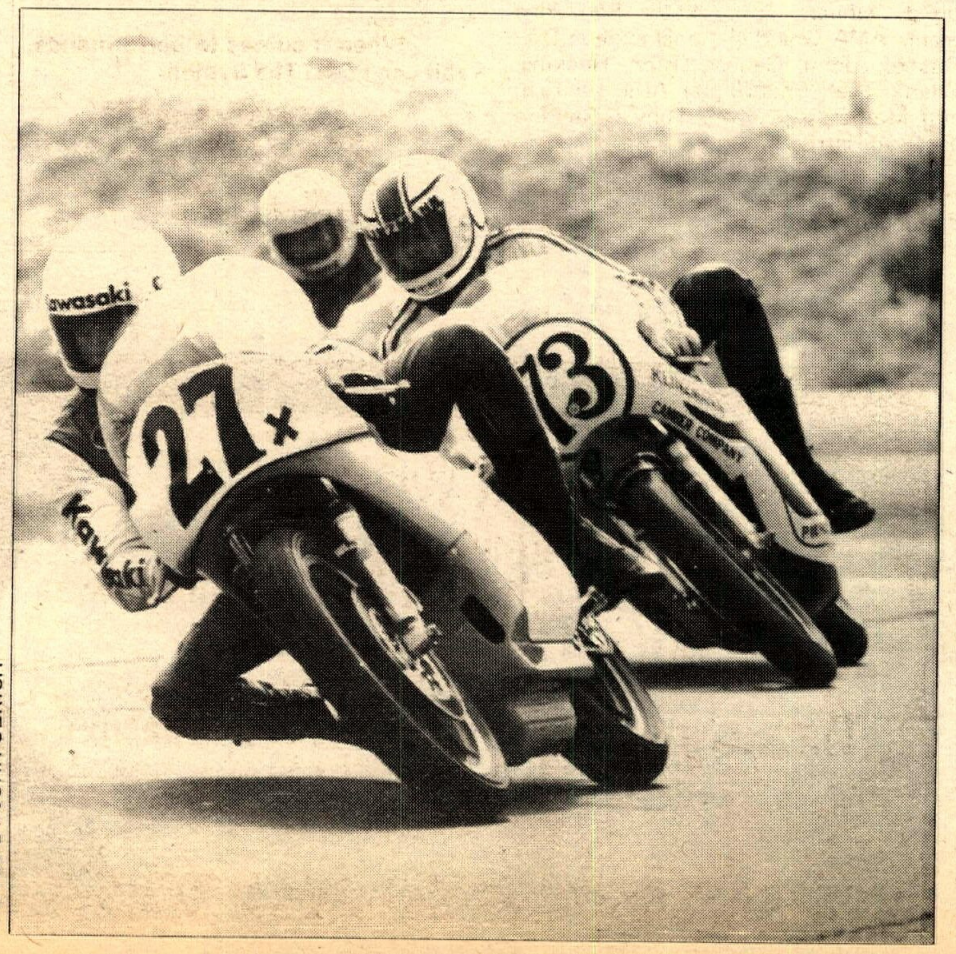
By Andy Hayt

ORANGE, CAL., MAY 18

Bruce McDougal missed taking the overall win in the 125 Pro class two weeks ago from Dave Williams. However, it was McDougal's turn this weekend.

The first moto found Williams (Yam) in the lead at the start and in the number

Now, with speed brakes at full extension, it's Jim Evans' turn to lead Klinzman, Pierce.



PHOTOS BY JOHN ULRICH

ONE pssst

IS WORTH A 1000 WORDS

KONI GP ALUMINUM FINNED SHOCKS

the industry standard

Large diameter aluminum barrel for light weight.

Race-tested finned design for maximum cooling.

Hydraulically adjustable internally to six positions.

Accepts std. springs

Top and bottom mounting eyes have push-out bushings.

Space age materials engineered to aircraft tolerances.

Write for FREE literature and decal

BIKONI LIMITED

150 Green St., Hackensack, N.J. 07601

Deadline for advertising space is Wednesday.

213-427-7433

BOGE $46 * GIRLING-GAS $67
BILSTEIN $86 * KONI $53
+ tax — springs $10.00 and up
Write or call Parts Unlimited,
20316 Cohasset No. 12,
Canoga Park, CA 91306 213-887-1619

Valerian's "Mikuni Kit City."

SPECIAL NOTE: If our prices look higher, you're right. We did not raise our Mikuni Kit prices for four years, but because the cost of everything has gone up so much, we've had to adjust our price to you. We hope you will understand.

If you ride a Husky, CZ or Penton, there's a Valerian's Mikuni Carburetor Conversion Kit for you.
Our kits are tested. They work. They fit. We have found they substantially improve gas mileage, horsepower and torque.
Valerian's Mikuni kits reduce loading up. Ease startups. And give more docibility.
They come with a complete range of jets good from sea level to 8,000 feet.
They can be bolted on in less than an hour.*
They look like they're factory-installed.
Order a whole kit and kaboodle. Or just the parts you need. (Including our very own manifold kits.)
Just fill out and mail the coupon below. Or give us a call at (213) 475-4541.

*Special installation instructions will be included for Kits 17, 18 & 19.

KIT #	DESCRIPTION	PRICE	KIT #	DESCRIPTION	PRICE
1	250 CZ 32mm	$75.95	17	125 Penton 32mm	$73.95
2	250 CZ 34mm	$81.95	18	125 Penton 30mm	$69.95
3	360-400 CZ 34mm	$81.95	19	125 Penton 28mm	$68.95
4	360-400 CZ 36mm	$86.95	20	175 Penton 32mm	$77.95
5	250 Husky 32 to replace 32	$77.95	21	175 Penton 34mm	$80.95
6	250 Husky 34 to replace 36	$80.95	22	125 CZ 32mm	$78.95
7	250 Husky 32 to replace 36	$77.95	23	125 Husky 32mm	$78.95
8	360 Husky 32 to replace 32	$77.95	24	360 Husky 36 to replace 36	$89.95
9	360 Husky 34 to replace 36	$80.95	25	360 Husky 38 to replace 36	$93.95
10	360 Husky 32 to replace 36	$77.95	26	400 Husky 36 to replace 36	$89.95
11	400 Husky 34 to replace 32	$80.95	27	400 Husky 38 to replace 36	$93.95
12	400 Husky 34 to replace 36	$80.95	28	400 Husky MJ + MK 36mm	$89.95
13	250 Husky MJ + MK 32mm	$77.95	29	400 Husky MJ + MK 38mm	$93.95
14	250 Husky MJ + MK 34mm	$80.95	30	450 Husky MJ + MK 36mm	$89.95
15	400 Husky MJ + MK 34mm	$80.95	31	450 Husky MJ + MK 38mm	$93.95
16	450 Husky MJ + MK 34mm	$80.95	32	400 CZ 38mm	$90.95
			33	250 CZ 36mm	$86.95

Special super teflon smooth cables are available for $4.25 and a Mikuni tuning information booklet for $2.20. Please include a $3.00 shipping & handling fee. California residents add 6% sales tax. Prices subject to change without notice.

Please ship C.O.D. ☐ Please charge to: ☐ BankAmericard ☐ Master Charge

My account number is _____ Expiration date _____

Bike Make/Model _____ Yr. ____ Frame No. _____

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE _____ (use area code)

MAIL TO: Valerian's Two Cycle City, Ltd.
10673 West Pico Boulevard — at Overland
Los Angeles, California 90064 — Telephone: (213) 475-4541
Sales — Service — Accessories — Parts — Leathers
HUSQVARNA • CZ • SUZUKI • PENTON • MIKUNI CARBURETOR KITS

Step Up To

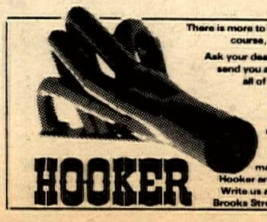
CHAMPION

Weighing only 4 Lb. 8 Oz., Champion boots by Torsten Hallman are the lightest boots you can buy! In addition to the light weight, these boots feature padded ankles and shins, quick buckles, steel sole plate and 3-way stitched soles. Top quality leather and craftsmanship mean the Champion boot is a real value. Field tested and proven in the TRANS-AMA series, Champion boots are built to last.
1975 Catalog $1.00

Torsten Hallman racing inc.

TORSTEN HALLMAN RACING INC.
1490 Fayette Street, El Cajon, CA 92020
(714) 449-6712
TORSTEN HALLMAN RACING EAST
440 Belden Avenue, Addison, IL 60101
(312) 543-5247

CYCLE PARTS
WATCH FOR OUR
NEXT BIG SALE
IN THIS PAPER



There is more to Hooker than just headers. (Of course, we love our Hooker Headers)
Ask your dealer. Or send us $1.25 and we'll send you all the information we have on all of Hooker Industries . . . Hooker Headers, our super fiberglass spoilers and flares for vans, auxiliary gas tanks, air filters, sidemounts, exhaust systems for motorcycles and snowmobiles; and our high performance Murdoch Water Ski with Hooker and Murdoch decals, of course. Write us at Hooker Headers, 1032 West Brooks Street, Ontario, California 91762.

HOOKER

Local hotline, cont'd.

PHOTOS BY ANDY HAYT

Marty Smith dominated both motos of the 250 Pro class with very little trouble.

one slot at the checkered flag. McDougal (Yam) worked his way up from fourth to take second at the finish. Third place went to Mike Bell (Hon) who had to fight off Marty Smith (Hon).

Round two was easily won by Smith. Bruce McDougal had to pass second place Dave Williams to take the overall win. On the third lap McDougal took Williams on the downhill. Mark Tyer (Yam) ended up in fourth place.

Division One of the 250 Intermediates was dominated by Dave Welsh (Yam). Welsh made a clean sweep by taking first place in each moto. Mike Huddleson (DMG) turned in consistent rides in both motos and took two seconds as he beat out Greg Bebeck (DMG) in each race.

Steve Rhyan put it all together and took the first moto of the 250 Intermediates (Div. Two). Tamali Smith trailed Rhyan.

Smith took the lead on the second lap of round two for the victory and the overall win. Rhyan could not catch Tamali and ended up in second place. Larry Lutz (Hon) came up from out of the pack to turn in third.

Marty Smith totally ruled in both motos of the 250 Pros. Night racer Dave Pessy (Mon) put together two seconds as he held off Jeff Jennings (Bul) in the first moto and Val Tamietti (Mai) in the second.

The 500 Pro class once again belonged to Rex Staten (CZ). Staten held back Jim West (Mai) and Bob Hannah on a stock Yamaha in both motos. Hannah showed much style holding off such stars as Jon Derhammer (Mai). Gary Semics (Kaw) and Bill Rubly (Mai).

Results in Results Section.

D-37 desert: A.C. outfoxes them all

By The Weenie Brothers

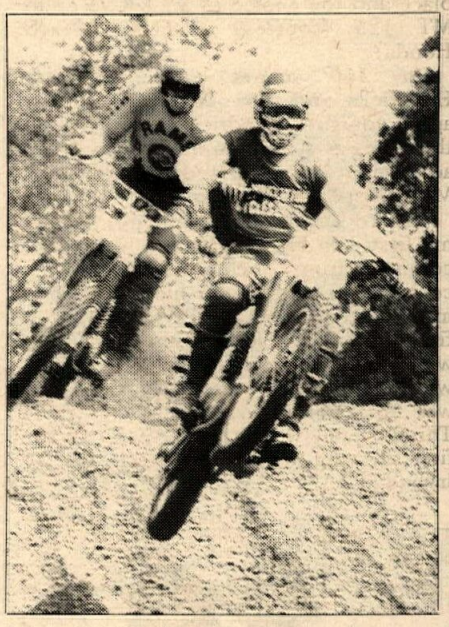
FREMONT, CAL., MAY 18

The Prospectors held their annual Gold Rush Hare and Hound in this beautiful section of the desert, using a course with switchbacks and hills that remind you of an ISDT special test. The riders loved it.

The bomb run ran a little south this week, but featured some of the same drop offs as last week's D-37 race. It crossed famous Whities Wash, opened up into WFO ground, and then got tight back in the hills.

Ma-Nature played tricks for the start of the Amateur-Expert race — it rained,

Bob Stem looks cool and calm as he flies through the air.



but not long enough to hold down the destructive desert dust.

Kim McKean was first to the bomb with a lot of style. That boy held his lead through the pits and on to the second loop, where his 400 Monoshock Yamaha started getting sick. That caused him to give up the overall lead to Anthony Caldwell Bakken. A.C. and his Husky made the rest of the race look easy, just like he has many times before. Picking up second and showing a lot of good, consistent riding for the third straight week was Fairway Yamaha's Andy Kirker on his 400 Monoshock. Eddie Whiteside was third overall on a stock 250 MX Yamaha. His bike is so standard he even used the small-neck Yamaha steel tank that can't accept the filler neck of a dump-tank for fast pit stops! The bad news for Eddie was that he missed two of the nine checks, and was bumped by 1035x for first 250 Expert.

McClean nursed in his poorly running scoot for fourth overall, third Open, trailed by Rover Bill Becker (fifth overall, fourth Open). Becker literally broke his Mono's fame in half in the last race, but patched it up in time for today's contest.

Grabbing top position in Division Two was Bob Rutten on his Tiger prepared Hodaka. Gary Conner pulled down second and Charles Barney rode in for the third spot on a flat front tire.

"Flying" Charlie Hammill took first in the Trail Expert class with a huge lead over second place Chris Weber (Hod). Weber led the race for better than 60 miles before Hammill took over the lead for the win. Chuck Hurtig rode a very smooth race to take the Open

Amateur class from second place Dennis Cline on his Monoshocker and Bill Heath who was missing more than a few spokes at the finish.

Mike Matlock had a seven and a half minute lead over the second place rider D. E. Young in the Division Two Amateur race. Andy Klein rounded out the top three positions in that race.

Trudy Becker topped the Women's Division on her 175 Penton. Top position in the Amateur race went to Linda Griffing on her 125 Honda, and top Novice honors were taken by Denise Knuckles.

The "Flying Finn" came through with a save when he pulled Carl "La Fong" Smith out of the desert after Carl had broken his swingarm on the second loop. Thank goodness. •

Results pending.

CMC pit racers blackballed

By John Bethea

IRWINDALE, CAL., MAY 16

With only two weeks left in the CMC Spring Motocross Championship Series at Irwindale Raceway, there is still a two-way tie for first place and the choice of an XR 75 or an MT 125 (courtesy of Long Beach Honda).

At 160 points each are Dan Hendricks and Don Miller. Both won again tonight. Hendricks, who started the series as a 125 Junior, had made the adjustment to Intermediate perfectly. Miller is still a 125 Junior.

In Pro action, Don Bongiorno won his first 125 Pro overall in a long time, coming from behind after early contender David Taylor blew an engine in the second moto. Taylor won the first. Dave Pessy, seeking his 89th career win, tied Bongiorno on moto points with six but his third in the final race was not enough to outdo Don's first. Third overall went to Rob Zamora, his first showing in the money this year at Irwindale.

There was no surprise in the outcome of the 500cc Pros as Bill Rubly again swept to victory, his sixth overall win in seven tries. That ranks him in the top 10. Curtis Lessel wound up second overall even though he struggled to a fifth place finish in moto number one. Bob Hannah, in only his second night race of the year here, took third on points, this time riding a Yamaha instead of the familiar Husky.

Two riders will be notified this week in the mail that they are blackballed from Irwindale for one month due to pit racing. One of the riders, Robert Gray, is currently ranked fifth in the Series. •

Malocco wins DRA benefit

By Dale Brown

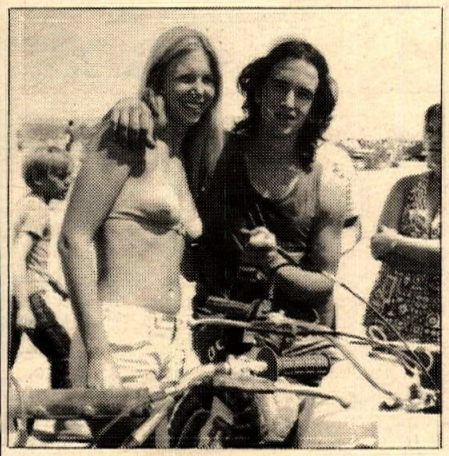
CUDDEBACK, CAL., MAY 18

Morgan Malocco led the race from beginning to end, capturing his first overall win at the DRA Tom Strong Memorial Run.

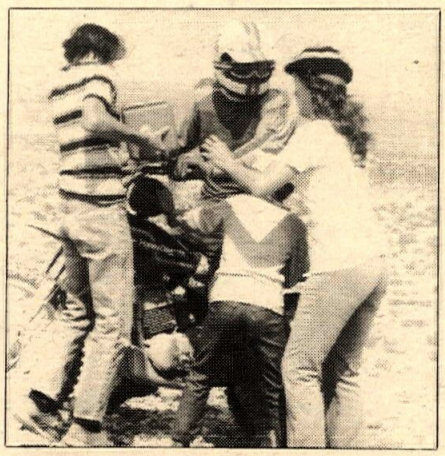
The race was held to benefit the widow of the late racer, (two dollars from every entry went to her), and featured the usual $300 purse. The Safety Communication Aid Team donated their fee to the fund and many of the entrants gave money. Desert people are a generous lot.

Malocco (400 Yam) had the lead at the smokebomb and was in the process of stretching it out when, about three-quarters of the way around, he clouted a rock. He skidded along on a footpeg for about 30 yards trying to recover, but a large bush sat him down. He got up quickly and had a minute lead going onto the second loop. On that loop, he lengthened his victory margin to about four minutes.

Amateur Chris Kallen (400 Yam) came through the pits in second. It looked like he'd stay there, only to have his bike expire five miles from the finish. Gordon Schmid was challenging



Fruits of victory, an' all that. Malocco at the finish.



Whole family pitches in for this Harley-rider's pit stop.

Gordon Schmid, second Open Expert, eyes that downhill.

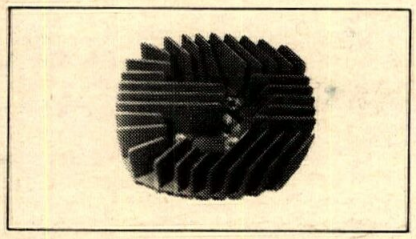
PHOTOS BY DALE BROWN

It's All In Your Head

Ever notice how good your bike runs after you've degreased the engine, hosed off the mud and polished up the chrome?

That's called tuning by the seat of your pants.

It's a good way to make yourself feel good and your engine feel nothing at all.



Paying a bunch of money for a new cylinder head that looks like the hot stuff from the racing factories is a good way to...spend a bunch of money for a cylinder head that looks like the hot stuff from the racing factories.

Webco doesn't care about the seat of your pants. We design high-performance cylinder heads in a lab. We measure temperatures, fuel flow and volmetric efficiency. We test on our dynomometer, the best in the business. (The racing factories and motorcycle magazines use it for their tests. So much for seat of the pants.)

Webco heads will make vour two-stroke engine more powerful. They'll let your engine run cooler, so you can use the power longer. They bolt right on. Where needed, Webco heads provide for extra spark plugs or compression releases.

Webco produces heads for all popular two-strokes. Can we fill you in on the details? Send us the coupon below.

| | Send me your cylinder head brochure and the names of dealers in my area.
| | Enclosed is $1.50. Send your cylinder head brochure, a Webco catalog and the names of dealers in my area.

NAME_____

ADDRESS_____

CITY_____

STATE_____ ZIP_____

WEBCO
MOTORCYCLE SPECIALISTS

Webco, Inc.
P.O. Box 429
Venice, CA 90291

Webco, Inc. products are sold only by authorized Webco dealers.

(213) 693-1883
Carabela WEST
8026 Freestone Avenue
Santa Fe Springs, CA 90670

BAY AREA BULTACO
Sales Service
Accessories
1352 Centinela, W.L.A.
213-826-7856
BULTACO

Local hotline cont'd.

him at the time and it was Schmid who was in second when it counted – at the finish.

Mike Johnston (Pen) led the 250s into the pits, having passed Dennis Greene (H-D) when the latter pitted early. Johnston's rear tire went flat; he dropped out, leaving the class win and third overall to Green's Santa Ana Harley-sponsored entry. John Dykstra recently bought a 400 Mono and it carried him to first Amateur, fourth overall. Phil Stumbo (250 CZ) was 10th at the end of the first loop, moving up to fifth at the finish, second 250 Expert.

Results in Results Section.

Greyhounds MC Dual Hare Scrambles

By Jim Bissner

PONDEROSA, CAL., MAY 4

As the winner of more than 19 first overalls (Ponderosa wise) Monte Lee couldn't quite do it today and gave the reins to a newcomer named Gary Stammen. Lee got a very poor start and was left in the pack as Stammen, Mark and Tom Widick and Bill Childers were left to contend for the lead. As they all came to the "Stone House" at the end of the start run Mark and Bill converged on Gary and the whole bunch nearly bought it right there.

Bill Childers, who soaked his cast off a week ago, had been talking all morning about his new Suzuki RM125 and how fast it was. He also said there are only four in the U.S.

Just before the first check on a redesigned course, Lee caught up the front runners but his bike quit on him as it had in the start and he traced the problem to the plug wire.

With Monte unable to catch him, Gary Stammen muscled in for first overall on his Yamaha and the father/son team of Widick eased in a pair of Yamahas for first and second Heavyweight, although Mark's a Lightweight. Bill Childers tailed this duo closely to capture fourth in front, first 125.

Some talk at the Ponderosa Inn aimed at Lee seemed to point that perhaps the changed course with its new lines spooked him and that maybe he wouldn't "do 'em in" anymore. However, that was definitely *not* the case in the second race. The Ponderosa consists of three times around an eight mile loop which has a little of everything and a lot of sand whoops. Lee made the full 24 miles in 34 minutes. Fast. He was a full three minutes ahead of second place Bill Childers who was trying pretty hard, against a heavy wind, to keep ahead of Dave Wilson on a Pursang. In this race Gary Stammen broke just before home check out on the dry lake.

Monte Lee and Bill Childers would like to politely extend a formal invitation to *any* motocrosser to come out and beat them WFO in a special race. Also, in order to keep the hotshoes here and the others less speedy, the Greyhounds have introduced a consolation category. Beginning at their next race on June 1, the riders in race number two won't necessarily *have* to dice with the fast guys that lead the first race. •

Results in Results Section.

Sandy whoopers made passing at times very difficult.

JIM BISSNER

Tim Hart rides again!

By Mike Klinger

GARDENA, CALIF., MAY 14

National personality and Team Yamaha rider Tim Hart was at full force in CMC's night motocross at Ascot. Hart, after being absent from Ascot for three years, was present with three factory machines, enabling him to compete in all professional classes.

In all three 125 Pro motos, it was a four man see-saw battle for the lead between Dave Pessy (Hon), Jeff Jennings (Bul), Mark Tyer (Yam) and Tim Hart (Yam). After winning the first moto handily, Pessy got the hole shot and the lead in moto two. Hart had a good start and a second place ride until he saw Jennings "bomb" passed him in mid air off the spectator jump. Tyer then moved into third with Jennings right on Pessy's fender. Pessy took the flag with Jennings and Tyer to follow. Moto three went again to Pessy with Jennings coming off a last place start to finish second only "flying dirt clods" behind Pessy.

Dave Pessy, on his VR, won the first moto of the 250 Pros with Tim Hart closing fast. Pessy had real decent cross-ups while racing in and out of the ponds.

Cross-ups, wheelies and "Falta Flops" are Jumpin' Joe Johnston's (Oss) cup-of-tea. When Johnston took the lead in moto two, it was a sight for sore eyes and ears. He performed every imaginable stunt on his ultra trick Maico-Ossa machine. Pessy and Hart tried to catch Joe, but Joe took the win and came right back to sweep moto three also.

Bill Rubley (Mai) wins and wins and wins! He won all three 500 Pro races with some real down to earth (nothing fancy) racing. Jumpin' Joe put pressure on Rubley, but this seems to make Rubley scoot even faster. •

Results in Results Section.

World Championship Hillclimb

By Ann A. Powell

SUNNYMEAD, CAL., MAY 10-11

The World Champion hillclimbers in the light, medium and heavy bike classes have been found, and each one is $1000 richer because of the search. In a competition that spanned two perfect days of action, the top riders in the country competed for the honor and the money offered this weekend at DeAnza Cycle Park in Southern California. With over $5000 in the purse, riders came from the far northern reaches of the state, from Washington and Oregon, from Utah and from as far away as Michigan.

When the dust finally settled after the last run on Sunday, James Mock, sponsor of this championship, handed out top money to Doug Hall (250 class), Vince Bertolucci (500 class) and Jim True (Open class).

Hundreds of spectators turned out on a perfect Sunday (Mother's Day, yet!) to watch the excitement. The hill was extremely fast, and with $1000 as top prize, the riders went all out to set fast time in each class. The bikes had to battle a hill burned dry under a hot sun. They had to plow through dust that got as much as two feet deep. Then they had to navigate a dog-leg turn in mid-course, pick up speed and power over a steep, rock hard finish to break the timing lights. The crest of the hill formed a launching pad with a jump that sent many of the bikes from 50 to 100 feet beyond the finish line . . . riderless in most cases.

TOM MOCK

Ron True found it wise to dismount once his bike had broken the timing lights at the top of the hill. He flew a measured 45 feet . . . without the bike.

The bike decides that it can "go it alone" and continues in its flight for a full 100 feet after cresting the hill. Both bike and rider were able to make a second run!

TOM MOCK

In the small bike class, from 0-250cc, the fast time over the hill was set by Doug Hall. His run was made in 12.32 seconds, just ahead of second place winner, Wes Evans, with a run of 12.50. When you realize that only four of the 24 bikes entered in this class even went over the top, you get an idea of how rough the hill really was.

By the time the next class, bikes between 251 and 501ccs, came to the line, it was easy to guess what was in store for later in the day. Vince Bertolucci shaved nearly a full second off the time set by the smaller class in making his winning run in 11.55 seconds. His closest competitor was Manuel Caruso with an 11.67 run. The slowest winning time in this class was set by Lee Dugas with a 12.02 run.

But, it was in the heavyweight class, bikes from 501 to ? size, that the really fast times were set. Jim True of San Jose finally cut out the competition. Riding his super Harley, True, who already carries the AMA number one plate, flew over the crest with a breath-taking time of only 10.01 seconds. His closest competition came from brother Ron.

Ron True, riding the fastest Norton to be found in hillclimb competition, roared up the hill. The clocks stopped at 10.09 and the red flag came out at the top of the hill. Ron hadn't beat his brother's time, but he did take the record for the longest free-flight of the day. The bike flew a measured 100 feet beyond the crest, without the rider. The rider flew a measured 45 feet beyond the crest, without the bike. Both bike and rider were back on the line in time for the second run, but a few spectators were seen making a fast dash for the little blue room.

Fastest times of the day were set in the first round. That meant that the riders were all out to beat the mark when they came to the line a second time. The only winning rider to better his time on a second run was fourth place Neal Mackel, who managed to shave .05 seconds off his first run.

Sunday was the big event, but no one has to apologize for what went on Saturday. The sportsman class brought out more than 100 competitors, and gave the crowd a full dose of excitement.

The two hills were side by side and the Saturday hill turned out to be even tougher than the one run on Sunday. The times were considerably slower, and none of the bikes were burning anything but pump gas. The smallest bike to make it over the top was Craig Mock's 360 stock Yamaha. He posted a winning time of 19.38 seconds.

Two bikes in the 400 class, Roger Kiefer (Yam) and Kerry Peterson (Mai) managed to crest the hill. They posted times of 15.26 and 19.76 to take first and second place. Kiefer's fast time held until the Open class when Ron True and his Norton came to the line. The new fast time of the day, and the time that took the top prize, was 14.99 seconds.

An extra attraction on Saturday turned out to be the rider who finished dead last in the Open class. Harry Christopher entered his bike, a classic 1941 Harley . . . showroom stock. This bike, with its rigid frame, foot clutch

and red tires (when did you last see those?) really put on a show for the delighted crowd. Christopher may have finished last, but he was the only rider to get a standing ovation on either day.

Four out of five ain't bad

By Elaine Jones

CORONA, CAL., MAY 7

Mike Tidwell, the 14-year-old ace riding out of Montclair has to be part machine to pull off what he did Wednesday night. Mike entered five events, won four and placed second in the fifth. Mike's only defeat came at the hands of Mike Minnig in the 125cc Expert half-mile. These two long time rivals are something else to watch and they didn't disappoint anyone. Mike Tidwell got off on top and it was well into the race before Minning was able to get by him. When he did that was all that was needed. The 125cc Expert short track was a breeze for Mike but on the short track 250cc Expert, it was again Mike Minnig that applied the pressure but Tidwell figured once a night was enough and held him to second with Gary Staddan third.

The 250cc Expert Single half-mile had Dennis Briggs on his factory Suzuki playing chase but he didn't run fast enough and number four went on the books. Mike's biggest challenge was the 250cc Expert Twin half-mile which was loaded with talent. It was Eddie Lawson, Gordon Kidd and Tidwell in that order running very close and very fast off the line. All of a sudden lap three saw a change in things as Mike found his hole, took it and ended up in front. About the same time Lawson's world started falling apart along with his machine, and even though he nursed it through the rest of the race, he was out of the money. Gordie Kidd kept his second spot and Tim McWhorter stepped into the third place slot.

Carl Whitt, a young Amateur put it all together in the 125cc short track and out rode Terry McCrury and Fred Conover for the win. Freddy came back on the half-mile with his new flat tracker, minus last week's bugs, and had no trouble taking the half-mile go with Terry McCrury again second and Mark Scroggins third.

Chris Smith and Rod Sexton both riding under number 75 and like Siamese twins brought the pits alive as they plucked it out in the 750cc Expert half-mile. It was Sexton out on top and looking to repeat last week's stunning victory when lap five saw Chris get by and hold off for the five remaining laps. Dennis Aguirre running back to back aces and his first time as an Expert held on until the final lap before fatigue set in and put him down to fourth giving Dave Racine third.

Ray Lovell one of Corona's regulars who has come up from the mini ranks and found his home in the 250cc Novice class, especially on the half-mile. Ray does it the hard way coming from way off the pace but when he makes his move look out because he sure puts a lot of daylight between himself and the rest of the pack. Wiley Miller was second but picked up his first on the short track go squeaking one out from Jeff Allison.

Results pending.

395 mud cross backward

By Phil Carpenter

ADELANTO, CAL., MAY 11

Suzukis fought it out for the five trophies in the 100 Beginner action packed event. Tied for first when the green flag fell on the third moto was Lancaster Lad Rick

(Continued on page 42)

1975 WORLD CHAMPIONSHIP

Trippe, Cox Productions

HANG TEN MOTO-CROSS UNITED STATES GRAND PRIX

FREE PARKING
NO CAMPING

JUNE 22, CARLSBAD, CALIFORNIA

For information on VACATIONS in Southern California, San Diego, Disneyland, Sea World, Mexico.

Write to: Carlsbad Chamber of Commerce
P.O. Box 597
Carlsbad, CA 92008

ORDER BY MAIL AND SAVE $1.00

TICKETS

Please send me. . .

_____ (Quantity) Adult Ticket(s) @ $7.00 each. Gate price $8.00

_____ (Quantity) Junior Ticket(s) @ $5.00 each. (ages 6 to 16) Gate price $6.00

Children (5 and under) free.

Enclosed is my certified check or money order for $_____ (Full amount)

Send me information on camping in the area.

Name _____
Address _____
City _____ State _____ Zip _____

Mail to: Trippe, Cox Associates, Inc.
2061 Business Center Drive Suite 206
Irvine, CA 92664 Phone (714) 752-6686

TICKETS AVAILABLE AT TICKETRON®

wet birds don't fly at nite

can-am

All models in stock
Enduros & MX's

new 250 & 175 enduros are here!

Also dealer for Maico, Ducati, DKW, & Moto Guzzi
Full line of parts in stock.
Come in for FREE demo ride. "We race 'em"
We mail order anywhere in U.S.

competition service, inc.

1244 No. Gaffey, San Pedro, CA 90731 (213) 831-1279

KAW-KX MAICO SUZ-TM/TS PUCH YAM

MONTESA OSSA JAWA-SPEEDWAY HUSKY

Next time try
the smoothest cable made!

TERRYCABLE

Buy one and find out why it was the cable chosen by the Penton ISDT Team & winners of the Baja 1000 & 500. Also Factory riders for CZ, BULTACO, PENTON, CAN-AM.

TERRY INDUSTRIES
P.O. Box 1321
Hesperia, CA 92345
714-244-3139
Dealer or Direct
Send for free literature

PENTON BUL CAN-AM CZ DKW GREEVES

HARLEY-BAJA HODAKA HONDA

Barry Sheene explains the workings of the Suzuki road racer to Peter Starr. Also in Starr's new film is Giacomo Agostini, seen here displaying Italian charm.

Two new films starr-ing motocross and road racing

By Charles Clayton

Peter Starr Productions showed us two new documentaries of motorcycle sport that you will soon get to see on TV. Each is 23 minutes long, to fit into commerical half-hour slots. The first is "Champion Spark Plug Motorcycle Classic," or "Ontario Road Race," financed by them and Datsun and U.S. Suzuki Motor Co. It stars Gene Romero, Kenny Roberts, and Barry Sheene. You get a view of the big, wide National Championship roadie-oh that only the screen can show – bird's-eye shots from a helicopter, a racer's-eye views from the speeding bike, inside the racer's mind between races – as well as the traditional newsreel footage of thrills and spills and champagne glory. The slow motion scenes set to organ music by a member of the Nitty Gritty Dirt Band make it all seem so romantic. But shouldn't that pavement chase be accompanied by the Nitty Gritty Bitumen Band?

The Dirt Band, appropriately, also lays down the track on Starr's latest feature, called "To be a Motocross Champion," or "The Marty Smith Story." It is all about the 17-year-old high school student who wins $30,000 a year racing for the Honda Works Motocross Team. On a budget provided by American Honda and Pennzoil, Starr really shows what he can do with 16mm film in this movie. We watch Marty play-racing in the desert, meet his mom and dad and his high school teachers. MX coach Rolf Tibblin tells what makes Marty so good (athletic talent) and Honda Racing Manager Dennis Blanton explains why Marty is so great (conservative intelligence seldom seen in a 17-year-old).

This reviewer won't predict how well "Motocross Champion" and "Champion Classic" will play in Peoria, where few, if any, high school teachers work in Hawaiian shirts and puka-shell necklaces like Marty's do, but the films help a lot to fill two gaps in the audio-visual library of motorcycle sport and the people who excel at it. •

Get set to S.C.O.R.E. big

Sal Fish, president of S.C.O.R.E. International, has announced the "Valvoline Iron Man" perpetual trophy. "Besides $500 and the sheer esteem and honor connected with the award, the physical make-up of the trophy is the wildest and greatest I have ever seen." Fish stated that the award "is something the President of the United States would be proud to have in his den." Parts of the trophy are made out of steel representing the strength and endurance of the rider.

In addition to the purse and contingencies, the perpetual trophy will be given to the overall bike winner if he has singularly ridden the entire "AC-Delco Baja 500" off-road race which will be held June 13 in Ensenada, on the Baja Peninsula. The race is actually 390 miles in length with a half hour mandatory downtime in Camalu. The award will be given at only the two S.C.O.R.E. Baja races which will also include the "AC-Delco Baja 1000," October 30-November 1 and will be displayed at S.C.O.R.E. headquarters and the Valvoline main office in Ashland, Kentucky. The rider's name will be engraved on the handsome twin trophies for the world to recall that he is truly an "Iron Man." Besides the purse there is nearly $30,000 in bike contingency monies.

S.C.O.R.E. off-road events have three bike classes: 125cc, 250cc and 251cc and over. For entry information, contact S.C.O.R.E. International, 2701 East Anaheim Street, Wilmington, California 90744, (213) 437-0466.

AC-Delco Baja 500 contingencies

AC Spark Plugs
1st in each class $200
2nd in each class 100
Overall winner 500
Total $1,400

Adran Tires
1st in each class $250
Overall motorcycle $250
Total $1,000
Bonus – 1st 25 finishers on Adran Tires receive a free replacement.

American Honda
1st in each class $1,000
Overall motorcycle 1,000
Total $4,000

American Jawa (CZ)
Overall motorcycle $6,000

Bell Helmet
1st in each class $100
Overall motorcycle 200
Total $500

Bell Ray (engine oil)
1st in each class $200
Overall motorcycle 100
Total $700

Bilstein (ICH 36mm)
1st in each class $250
or $50 to 1st finishers with 36mm Bilsteins if no point winner 50
Total $750

Champion Spark Plugs
1st in each class $200
2nd in each class 100
Overall winner 500
Total $1,400

Diamond Chain
1st in each class $100
Total $300

Electro Helmets
1st in each class $100
Total $300

Gumout (Chain Lube)
1st in each class $100
Overall motorcycle $100
Total $400

Gumout (carb cleaner)
1st in each class $100
Total $300

Hooker Exhaust
1st in each class $100
2nd in each class 50
1st Overall if motorcycle 100
Total $550

Husqvarna Int. Training Center/Team Husky
1st in each class $500
Total $1,500

Instant Mexico Insurance
1st in each class $100
Total $300

K&N Air Filters
1st in each class $100
Total $300

K&N Handlebars
1st in each class $50
Total $150

Kendall (engine oil)
1st in each class $200
Overall motorcycle 100
Total $700

KPM (chain lube)
1st in each class $50
Overall motorcycle 50
Total $200

KC Hilites
1st in each class $100
Total $300

NGK Sparkplugs
1st in each class $200
2nd in each class 100
Overall winner 500
Total $1,400

Norstar/American Pro (M/C boots-leathers & helmets)
1st in class $250
Overall motorcycle 250
Total $1,000

Ortiz Concrete Co.
Fastest Time between Camulu and Mike's $300
Total $300

Pennzoil (engine oil)
1st in each class $200
Overall motorcycle 100
Total $700

Preston Petty (fenders)
1st in each class $200
Overall motorcycle 400
Total $1,000

Shoei Helmets
1st in each class $100
Total $300

Simon Says (gold belt)
1st in each class $50
Total $150

Valvoline (motor oil)
1st in each class $200
Overall motorcycle 100
Total $700

Vesco Skinny/Fat Tank
1st in each class $100
Total $300

Web-Cam (cams)
1st in each class $100
Overall motorcycle 200
Total $500

Zip (chain lube)
1st in each class $100
Total $300

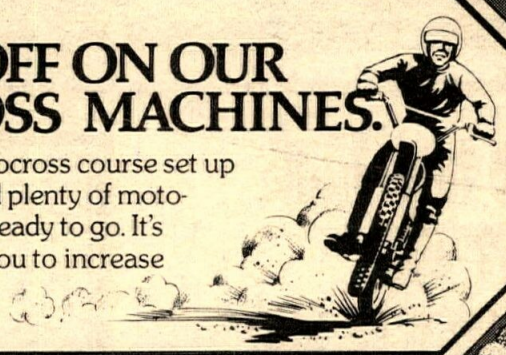
A WEEKEND MOTORCYCLE EXTRAVAGANZA WHERE YOU CAN RIDE OR LEARN TO RIDE ALL KINDS OF OFF-ROAD RIDING MACHINES.

WE'LL HAVE YOU RIDING IN HALF-AN-HOUR.

Yamaha provides motorcycles, helmets and qualified instructors to teach you how to ride trail, motocross and trials machines.

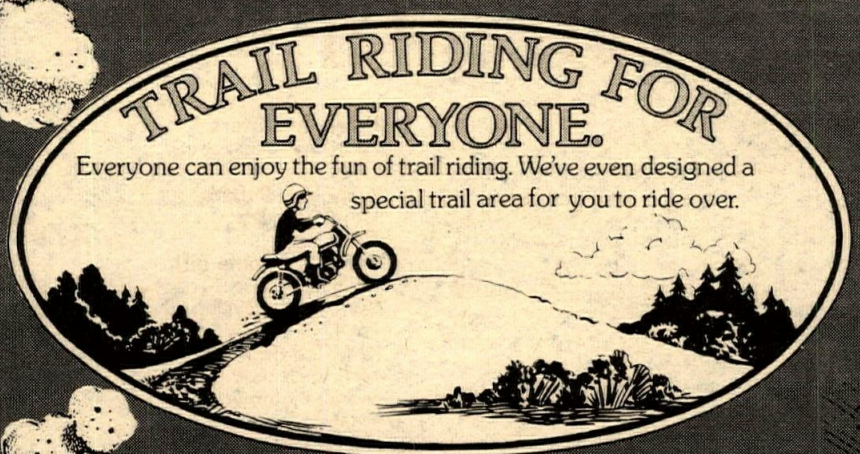
BLAST OFF ON OUR MOTOCROSS MACHINES.

We'll have a motocross course set up and waiting. And plenty of motocross machines ready to go. It's a great way for you to increase your skills.



TRAIL RIDING FOR EVERYONE.

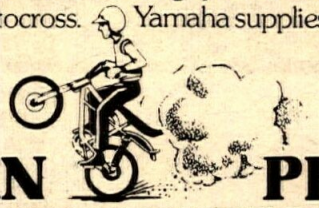
Everyone can enjoy the fun of trail riding. We've even designed a special trail area for you to ride over.



You can ride the new Yamaha trials machine. The Cat. And you can take The Cat over an authentic trials section.

MAKE THE CAT PERFORM INCREDIBLE FEATS OVER TREES & BOULDERS

Kids can experience the most exciting sport to hit the country in years... bicycle motocross. Yamaha supplies all the new Moto-Bikes® to ride.



KIDS CAN PEDAL LIKE CRAZY IN BICYCLE MOTOCROSS COMPETITION

WATCH

THE EXCITING YAMAHA STATE CHAMPIONSHIPS.

The best young high school motocrossers will compete for scholarships, trophies and prizes in the Yamaha High School Motocross State Championship.

Kids seven and over will compete for trophies and prizes in the Yamaha Bicycle Gold Cup State Championship.

WATCH

BRUCE BROWN'S AWARD-WINNING FILM

ON ANY SUNDAY

The most exciting motorcycle film ever made.

LEARN

Learn basic motorcycle maintenance tips from the pros.

FIND OUT

Find out everything you always wanted to know about off-road riding.

SEE

See all the new 1975 Yamaha motorcycles. See exhibits and displays of all Yamaha products.

ENJOY A FANTASTIC WEEKEND OF RIDING, RACING, DEMONSTRATIONS, EXHIBITS AND GOOD TIMES.

YAMAHA DIRT DAYS, SATURDAY AND SUNDAY, JUNE 7–8, ADAMS COUNTY FAIRGROUNDS, 124TH AVENUE AND HENDERSON RD., BRIGHTON, 10:00 AM TO 5:00 PM.

Free tickets at your Yamaha dealer. Or at the gate, $2.00 adults, $1.00 under 12. Under 16 must be with parent or legal guardian.

Brighton Yamaha
995 Bridge Street
Brighton, Colorado 80601
(303) 659-2445

Clints Cycle Center
2715 Spruce
Boulder, Colorado 80302
(303) 447-9559

J & B Yamaha
10215 North Washington
Thorton, Colorado 80229
(303) 452-6670

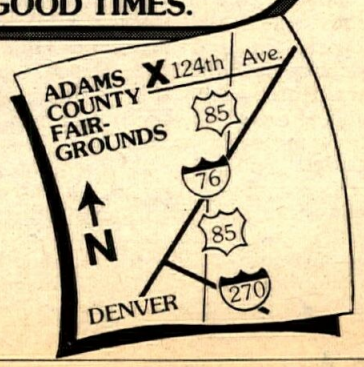
Jacobsen Sales & Service
5561 Magnolia
Commerce City, Colo. 80002
(303) 287-0329

Recreation Equipment Co.
2057 S. Broadway
Denver, Colorado 80210
(303) 744-3515

Rink A Dinks
1595 Carr
Lakewood, Colorado 80215
(303) 232-3600

Vickery Yamaha
10575 East Iliff
Denver, Colorado 80232
(303) 755-4387

Yamaha Denver
6th Avenue & Federal Blvd.
Denver, Colorado 80204
(303) 936-7154



Suzuki TM 125: How does econo-crosser look after the RM?

By John Ulrich

Up until a few weeks ago, the TM 125 was Suzuki's only 125 class motocrosser. In the context of its racing class, the TM is an econo-crosser, giving away horsepower to other popular Japanese 125s, but often selling for hundreds of dollars less.

As recently as three weeks ago, motorcycle shops were advertising TM 125s for as little as $699 base price in California. (List price is $815.) That price tag makes the motorcycle an excellent buy for anything short of serious motocross racing. This Suzuki, in spite of its name, makes a better desert and play bike than it does racer.

Even in the 125 Beginner class at a Saturday MX in Southern California, the TM was out-powered by three-quarters of a 19-bike field. No matter how fast a rider is off the line, no matter how accurate his shifts, a long start hill will still favor a competent rider on a faster machine. The TM 125 is just not competitive.

Now the TM has some new competition, in the form of the RM 125 Suzuki, a motorcycle Suzuki representatives say will not replace the TM this year, but rather supplement their motocross line for the serious racer.

The battle to get in front and stay in front of the faster bikes in the 125 class has driven many TM owners to adding trick heads, non-stock pistons (some use cut TS Suzuki pistons), and porting jobs. Conscious of that fact, Suzuki makes a big deal of the new porting used in the RM engine. This new porting provides not only a five-horsepower gain on the top of the powerband, but a broader, flatter torque curve as well. The RM's power characteristics fit its five-speed transmission better than the TM's power characteristics fit the same transmission. The TM is harder to ride than the RM because it is harder to keep the TM on the powerband.

It's a good thing the TM has a great clutch for just that reason. Slipping the clutch and keeping the rider's weight over the gas tank keep the rear wheel spinning and the motorcycle moving. Once the rear wheel stops spinning wildly and the engine falls off the powerband, it is either slip the clutch or stop, especially in mud or sand. The only time the clutch acted up and got grabby was after several attempts to climb a steep, rocky, sandy desert hill after turning 90 degrees out of a canyon. Without momentum to help it up, the TM couldn't reach the top without abusing the clutch and pushing.

Both the TM and the RM share a front fender that does a good job of keeping the head and cylinder fins from packing up with mud. The RM goes a step further with a mud flap to stop mud thrown off the front wheel from flying up to hit the rider. Both have well padded seats; the RM's is best. Both have the same footpegs, with traction bumps not big or sharp enough to work well in mud. Both have gas tanks that are nice and narrow for standing up or sliding forward, yet hold enough fuel for a 40-minute moto. And both prove that someone at Suzuki has a soft spot in their heart for small diameter, hard-to-see-what-you're-doing gas caps.

The TM also has an oil-injection tank that holds enough Castrol R for six 20-minute motos, and which has a cap so small and so oddly-placed that it is easiest to fill the oil tank when the bike is standing vertical on its front wheel. (A winch on the garage wall speeds this maintenance operation.) The RM dispenses with the injection tank, using pre-mix in the gas tank, and the saved space to accommodate the relocated shocks.

Along with a larger diameter, increased travel front fork, these relocated (and redesigned) rear shocks mark the complete abandonment of TM suspension in the design of the RM. The TM's suspenders work reasonably well, the bike never doing anything unexpected or outrageous. It is a forgiving motorcycle. Giant diameter shock rods didn't bend or break on the TM, but the rear end is bouncy. The fork tops out, suffering, like the rear end, from too much spring.

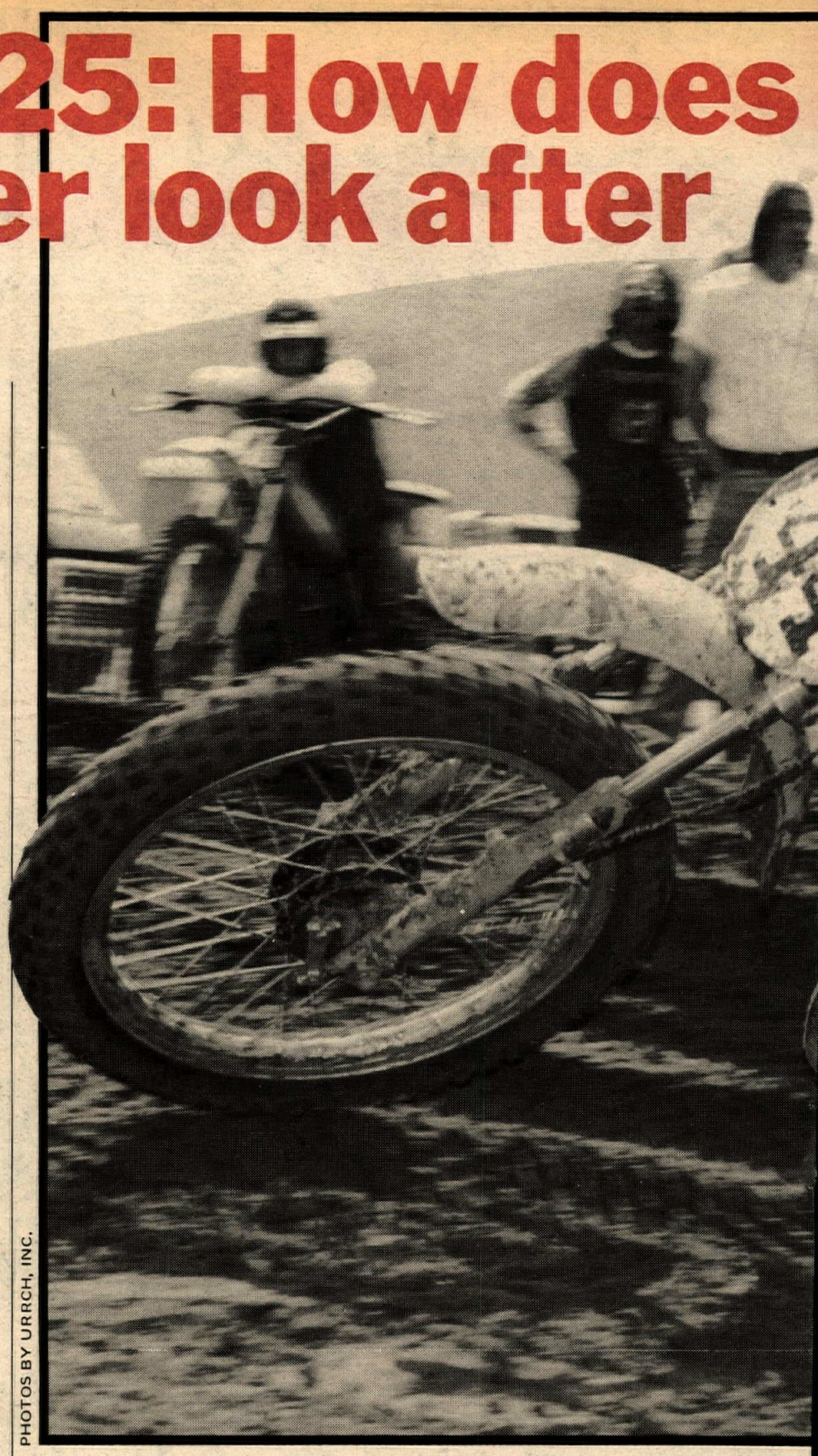
RM suspension components are designed with the TM's faults in mind. Forward mounted, well built and protected gas/oil shocks on a beefed-up swingarm work wonders for the rear end. Larger fork tubes and sliders with increased oil capacity strengthen the front end. Rough sections of track are easier to ride quickly on the RM than on the TM, and rear-wheel bounciness is reduced over whoops.

Brakes on both bikes are outstanding. On both, the rider must exercise care to see that the throttle housing is positioned such that its widest part is not in line with the pull of the front brake lever. If it is, the front brake lever can bottom out on the twist grip casing before all the lever travel is used up.

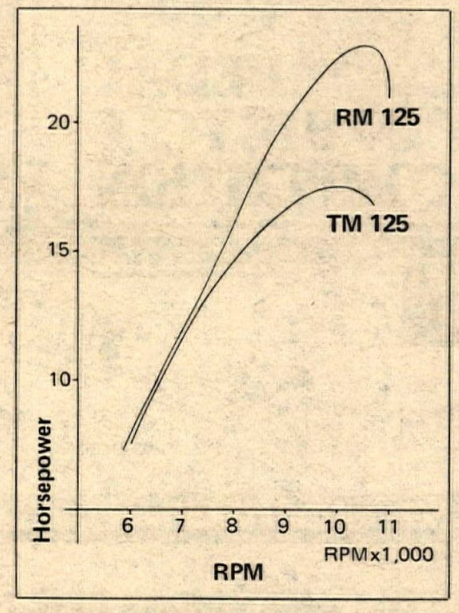
Racing on a very muddy, sloppy clay track where the only fast line soon became a trench packed into the adobe and goo, we found it difficult to put the TM's front wheel where we wanted it. Riding out of the trench meant either losing substantial speed fighting through clumps and slabs of mud left from pre-race track plowing, or else disappearing in a quagmire. Staying in the trench meant going slower than we would have liked in some sections to keep from catching the side of the groove and falling over or climbing out. Picking a precise line is more difficult with the TM than with the RM. Suspension has a lot to do with that, and the tires aren't the best mudders, either. Not too surprising to anyone but a dry-ground Southern Californian, the TM is skittery in mud. So is the RM. And, probably, so is an Electra-Glide.

What to do? You've got a TM you like, and you want all the new RM tricks. The best move probably is to buy an RM. If you can't or won't do that, you can buy RM suspension components and install them. The front end with triple clamps will bolt on, as will the swingarm. Mounting the shocks will require a welding torch and some measurements available from U. S. Suzuki.

That last modification will also require the removal of the oil injection system, plugging of case oil-line entry passageways with small bolts, and taking off the crank bearing slinger plate, which directs injected oil and shields it from incoming fuel charges.



PHOTOS BY URRCH, INC.



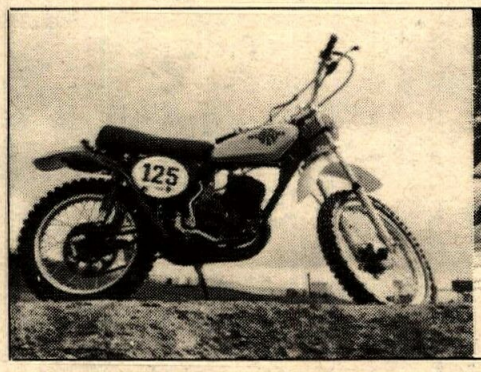
What the RM 125's trick porting really means.

Coming off an uphill starting area, the TM works as hard as it can. It's just not hard enough to beat the competition.

The RM top end will not bolt right on the TM engine; the cylinder and head bolt pattern is different, and the RM's large transfers would not match up with TM cases anyway. Getting more horsepower out of the TM means working over what you've got or buying accessory equipment. With the suspension work, and enough money put in the engine, it is possible to put a TM back in the hunt.

But considering that the RM lists for $925, just buying one already tricked out doesn't sound like a bad idea.

the



TM 125 Specifications

Length	79 inches
Width	37 inches
Height	43 inches
Wheelbase	53 inches
Ground Clearance	8 inches
Claimed Dry Weight	189 lbs.
Claimed Max. Horsepower	17.5 @ 10,000 RPM
Claimed Max. Torque	9.68 ft./lb. @ 8,000 RPM
Engine Type	2-stroke air cooled piston valve single
Bore	56mm
Stroke	50mm
Displacement	123cc
Carb	26mm
Air Cleaner	paper
Starting	primary kick
Lube	CCI
Trans	5-speed, up-for-up
Spark Plug	NGK B-8EN
List Price, West Coast	$815

RM 125 Specifications

Length	80 inches
Width	34 inches
Height	45 inches
Wheelbase	53.5 inches
Ground Clearance	10 inches
Claimed Dry Weight	190 lbs.
Claimed Max. Horsepower	23 @ 10,500 RPM
Claimed Max. Torque	12.3 ft./lb. @ 9,500 RPM
Engine Type	2-stroke air cooled piston valve single
Bore	56mm
Stroke	50mm
Displacement	123cc
Carb	28mm
Air Cleaner	oil foam
Starting	primary kick
Lube	pre-mix
Trans	5-speed, up-for-up
Spark Plug	NGK B-9EV
List Price, West Coast	$925

UNI FILTER!
LETS YOU . . . .
BREATHE EASY.
355 DIFFERENT MODELS
FOR VIRTUALLY EVERY
MOTORCYCLE MADE.

UNI
UNI FILTER INCORPORATED
13522 NEWHOPE STREET
GARDEN GROVE, CA. 92643

L.A. International Raceway
Ascot

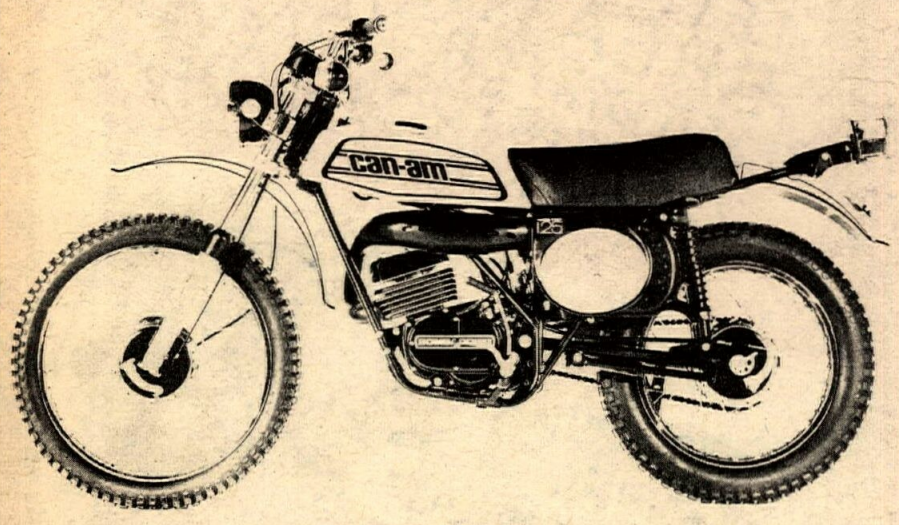
AMA Pro TT
Expert National Numbers
Saturday
May 31 8 PM
Also Juniors & Novices
Pit Gate 5 PM
Practice 6 PM
Qualifying 7 PM
First Race 8 PM
upcoming
Gardena Gold Cup
Friday July 25th 8PM
AMA National TT
Saturday July 26th 8PM
18300 Vermont, Gardena, California
info: 213-321-1610, 213-323-9710

Hodaka Maico
J-Mac Motorcycle
Cylinder boring while you wait.
Call for information:
714-525-7606

Hand Washable
Stay Soft
Yellowstone Buckskin GLOVES
* Riding
* Racing
* Street
GLOVES
Othman Distributing Co.
18227 Ludlow St.
Northridge, Ca. 91324
Dealer Inquiries Invited
(213) 363-6230

can-am
spells
Handling

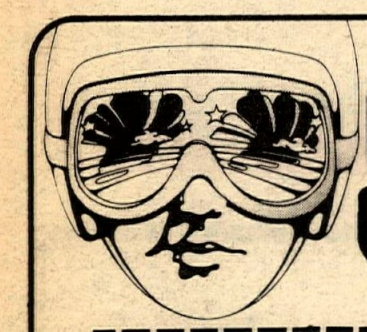
— Frame rigidity based on perfect triangulation.
— Adjustable steering head to suit your riding style.
— New long-travel suspension sets new standard for superb overall handling control.
— Technically advanced transmission permits immediate start-up in any gear.
— Front fork features breather valve to ensure consistent action.



can-am*
motorcycles by bombardier

Distributed by Bombardier Corp., P.O. Box 6106, Duluth, Minnesota 55806

*Trademark of Bombardier Limited. All rights reserved © Bombardier Limited. Nov. 74



HORIZONS UNLIMITED

'75 CZ 250 Motocross
Falta Replica $1200

'75 CZ 400 Motocross
Falta Replica $1300

New Hours: Mon. thru Fri. 9 to 9, Sat. 9 to 6, Sun. 12 to 5.
22726 Ventura Blvd., Woodland Hills, CA 213-340-2191

Everything Sano at Miller Mano

Radial & porcupine heads for most 125cc bikes. Aluminum alloy chain guides. Frame cantilever with gas Girlings or kits. CR 125 fiberglass works gas tanks. Honda twin air fiberglass air boxes, custom pipes for all bikes including the 250 CR Husky, XR 75 and CR 125 up pipes. Our proven pipes are guaranteed to give you maximum horsepower & performance.

Call or write for free brochure:
Miller Mano Cycle Works, 230 M Crescent Way
Anaheim, CA 92801 714-991-7630

Worn by champions since 1950
Ken Maely Steel Shoes
14" & 16" Boots $45.
Steel Shoe $40.
Plus COD & Postage.
Route 2 Box 75B, 8530 Bedford Motor Way, Corona, CA 91720
714-735-0540

WARDS RIVERSIDE
MOJAVE (By Benelli)
PARILLA
CAPRIOLO
MV AGUSTA 250
BIANCHI
CAPRI SCOOTERS

PARTS
World's largest inventory for Italian motorcycles
Rebuilt Engine Exchanges
COSMOPOLITAN MOTORS, INC.
Hatboro Pa 19040

Cycle News

Brad Mitchell lofts his YZ 80 at the Mt. Shasta section.

Northern California High School Trials Invitational

PALO ALTO, CAL., APRIL 26

Thirty three contestants rode the Spokebender's Northern California Invitational Trials held at Gunn High. Entries ranged from Enterprise High in Redding to Del Mar in San Jose.

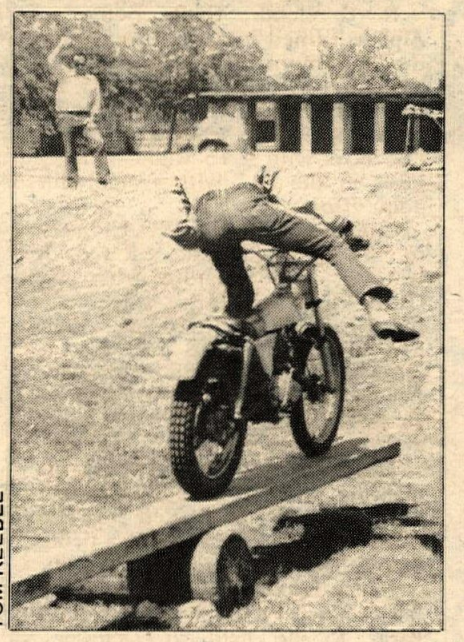
The course is nestled in behind the football bleachers and right next to the Veterans Hospital, which makes this event even more unusual. The school is surrounded on three sides by a heavily populated area and not one complaint has been registered with the administration.

Team honors went to Neil Belvoir's San Carlos-St. Catherine's combo with an all-Gunn team in hot pursuit for second place in the Class "A" or trials bike classification. "B" division, non trials bikes, went to the seven man Carlmont team coached by Bill Horstmeyer.

There were eight sections for each division, 11 in all, with the third and fourth loops being ridden in reverse. This proved to be a difficult feat for many.

Meet manager Clay Henry did a lot of contriving to create realistic sections with a creek bed on The Water Hole, section 11. The Teeter Totter, or section four was a doozer with a 20 foot teeter totter at the beginning, with a tough off camber turn that even Steve Darrow had to take a one on. Another tough section was the Donner Ridge

That teeter-totter prompted some far-out saves. He's clean so far (note scorer).

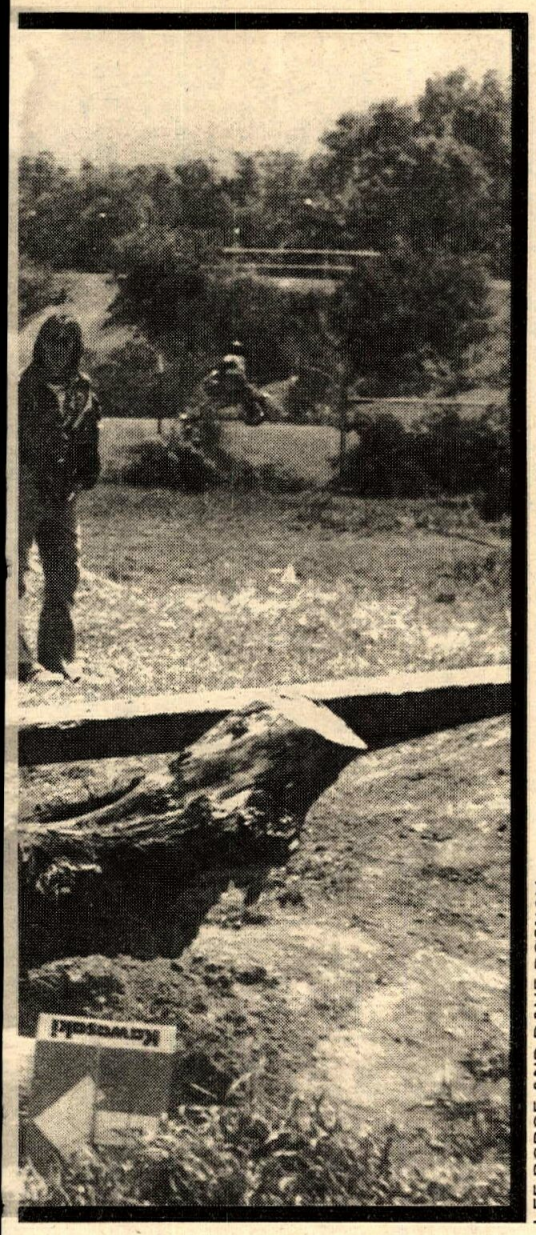


TOM KEEBLE

Rock Pile, a section of all rocks with a drop off and a huge log to lift out of at the end. The idea for this section came from one of the rock pile sections at Norm Saylor's school last fall. Mt. Shasta was a bunch of slick rocks, made so by running water, plus a large log and a very steep downhill off camber then back up a hill. There were only four cleans all day on this section.

Neil Belvoir, San Carlos, walked or rode off with the Class A honors with an amazing nine for the 32 sections. However, Neil is probably the best Novice "A" rider in Northern California as attested with his second place finish

North



LEE DODGE AND DAVE DOSNAY

at an exceedingly tough Frank Raines Park Trials two weeks ago.

K. C. Hendr, Gunn, riding a 250 Alpina, turned in a Herculean effort of the day by a "B" rider. Hendr tried both the "A" and "B" sections, having to transverse 52 sections to complete both classes. He walked off with the "B" class with a 15 while taking third place in the "A" with a creditable 39 point effort.

Courage of the Day Award had to go to the only girl that entered, Kelly Wingate, a sophomore from Willow Glenn High in San Jose. She received the Powder Puff award, after banging her bike on several sections. Kelly received a big buss from Champion Neil Belvoir which was a gasser, Neil had to chase Kelly a couple times around the awards table to give her the trophy.

High school trials are really on the upswing with a high school division being held May 26 at Red Dog Canyon along with the Class A trials being put on by the Sacramento P.I.T.S. Club.

Henry is planning on two more next fall at Murder's Gulch and Frank Raines Park, to be held in October and November. These might well be the qualifiers for an all State Meet to be held next November.

Gunn's next team effort will be May 29th at Oceana High in Pacifica with three man teams in the "A" and "B" divisions. •

Results

CLASS "A": 1. Neil Belvoir (Mon) San Carlos, 9 pts. 2. John Stanley (Bul) Del Mar, 26 pts. 3. K.C. Hendr (Bul) Gunn, 39 pts. 4. Tony Simas (Bul) Rio Vista, 41 pts. 5. Fred Woosley (Bul) Albany, 43 pts.

CLASS "B": 1. K.C. Hendr, (Bul) Gunn, 15 pts. 2. Joe Ajuria (Yam) Carlmont, 67 pts. 3. Mike Bow (Yam) Carlmont 94 pts. 4. Carl Brewer (Hon) Carlmont, 96 pts. 5. Joe Hathajay (Hon) Carlmont, 102 pts.

POWDER PUFF: 1. Kelly Wingate, Willow Glenn, 136 pts.

Burgett's back

By Jan Newman

SANDY, ORE., MAY 4

Fresh from a *wow* victory over some of the nation's best at Sacramento's qualifier, Rick Burgett continued showing his heels to the pack in his own back yard. The day opened with the 125 and Open Pros riding together. Rick spent most of the 90 minutes leading everyone with his 125 Yamaha. Kevin Jansen gave him a real chase in the first two races on a 125 Honda. The final race was led by Chuck Sun on a 360 Bul which gave up at the halfway point leaving room at the front for Ron Sun on a 125 Suzuki for a couple of laps before Burgett took command. The only Open bike to survive all three motos was Vern Gabbert's four stroke Honda.

It was Burgett and Yamaha all the way in the first two 250 Pro races but Bruce Selander (Bul) really came alive in the third moto to dice it out with him. The lead changed several times but Selander wound up in front when it counted.

There was a Turkey class, too, for the first time today. For the uninformed – this is a class for any age, any bike size, any sex. It's for riders who are just breaking into the racing game. Don Randall (Yam) and Matt Shields (Bul) tied for points with Randall's final moto win giving him the edge.

Jeff Larson (Yam) and Terry Handke (Hus) battled it out all day for the 250 Junior brass. Each had a win and a second behind him when Larson took the decisive third moto win.

Dick Burgett (Bul) proved it's a family talent by taking three wins in the Open Junior class. Dick is Rick's father.

The track conditions were amazing after a drenching that forced cancellation of a couple of other local tracks. A few sprinkles created a skittery coating off and on but the track drains well so no huge mud holes developed. •

Results in Results Section.

Baptizing Seattle Int'l. Raceway MX

KENT, WASH., MAY 7

Steve Nolen, Bob Boock, and Duane Zeigler made their own little bit of history as they became the first Pro winners on Seattle International Raceway's new $25,000 motocross track.

Nolen, of Auburn, took the first 125 Pro moto, holding off a hard-charging Gary Racca. Gary Potts, briefly in the chase at the beginning faded to third in the moto. Potts came back in the second moto, however, taking his Suzuki to a strong win after Nolen was held up for two laps by a slower rider. Nolen was declared the overall winner, with Potts second and Racca, who was third in the second moto after a bad start, was third overall.

Boock took the 250 Pro class despite multiple problems in the first moto. Charles Strayer (Mon) won the first moto, with Dave Bachmeir's Penton in front of Boock's monoshock Yamaha. Boock came back in the second moto, however, winning by over a half of a lap, to take the overall win. Bachmeir was again second in the moto and the overall, with Troy Luchini in third.

The Open bikes shared the track with the 250s, and Duane Zeigler took his first Pro win, running third in the first moto and winning the second. Eugene Tom (Mai) was the easy winner of the first moto, with Richard Johnson second and Zeigler third. Zeigler took a well-earned win in the second moto,

The smash hit of the fashion season:

Motocross Cat T-shirts for 1975, in your choice of red on white or red on white from Cycle News Central, Dept. T 1623 S. Lamar Austin, Texas 78704

check size ☐S ☐M ☐L ☐XL

name

address

city

state zip

Send $3.50 postpaid for each T-shirt to:

Cycle News Central, Dept. T. 1623 S. Lamar, Austin, Texas 78704

Allow a couple weeks delivery

Husqvarna International Training Center

1975 Spring & Summer Schedule

May 13	Carlsbad, California
May 20	Carlsbad, California
May 27	Carlsbad, California
May 27	Morgantown, West Virginia
June 3	Carlsbad, California
June 10	closed, Baja 500
June 17	Carlsbad, California

Starting our special
Summer School Sessions
High School Students receive
20% Tuition Discount

June 22	World Grand Prix Race Weekend
June 24	Carlsbad, California and Unadilla, New York
July 1	Carlsbad, California and Unadilla, New York
July 1	Special Class for Powder Puff Carlsbad Only
July 8	Carlsbad, California
July 15	Carlsbad, California and Gainesville, Florida
July 22	Carlsbad, California
July 29	Carlsbad, California
August 5	Carlsbad, California

For any student having attended one or more Training Center classes, a year membership is available for $250.00 annually. For further info, please contact the center: 714-744-2161.

SALE
While they last

Top Gear Boots **$36.95**
$60.00 Value

Over 250 styles & 20 brands of boots & work shoes

Work Shoes Unltd.
12086 Brookhurst, Garden Grove, CA
714-537-6535
1772 N. Tustin, Orange, CA
714-998-5400

Fremont Raceway
Every Saturday Night
Sportsman Scrambles
Fremont Raceway
415-327-4461

can-am Central California's largest dealer
Servicing:
Fresno, Merced, & Modesto
Yosemite Sport Cycles
211 W. 17th St., Merced, CA 95340
209-723-3802

When in doubt, gassit!

Sales, Service & Accessories
Suzuki — Jawa CZ — Moto Guzzi
Santa Maria Cycle Sport, Inc.
805-925-8997
529 So. Blosser Rd.
Santa Maria, CA 93454
Call us for info on Spillway Park Racing

Cycle News North

Lydian Ascenzi makes his Indian bite as he launches himself against the hill. So much for obsolescence.

with Michael Wood second and Johnson third, giving Zeigler the overall.

Wednesday night racing will run every week, starting at seven. Gates open at five. •

Results in Results Section.

Swanson wins Boise Hillclimb second straight year

By Marty Gregory

BOISE, IDAHO, MAY 4

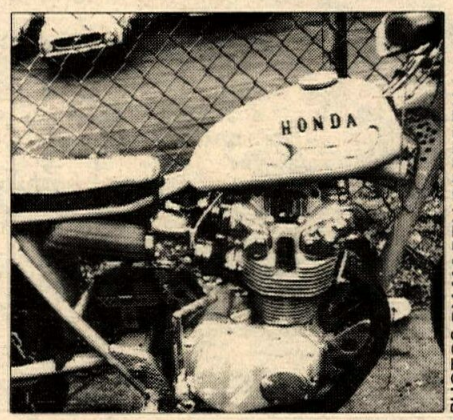
Don Swanson traveled from Tillamook, Oregon to take his second win in as many years at Boise's Peaceful Cove this Sunday. Swanson blasted over the "last minute" hill on his first run with his 45-inch bike and crested the top on all but one of his attempts. Riding a modified Honda 450 (kitted to 500 or so) in the 45 Class and a Yamaha 750 in the 80 inch contest, the bespectacled Swanson turned a 7.2 for fast time to ace out Lydian Ascenzi (Ind) and Thad Lawrence (Ind) in both Expert divisions. The trio finished in the same order in both the 45 and the 80 classes.

The weather wasn't much better for the hillclimb than it had been the week before for the big TT weekend. It rained for a while and then started to snow a bit. The hill originally scheduled for the contest (the one Swanson topped last year) was decided against by the climbers themselves when it was judged to be too muddy. At the last minute, the pennants and markers were set up across the valley from the TT track in order to provide a solid footing for the chain-wrapped tires. Lots of Owyhee Club people pitched in and the event was underway only about a half hour late.

The brand new hill, while not overly steep or long, *was* composed of new, unbroken soil and vegetation and its roughness presented "directional stability" problems for the climbers. Lydian Ascenzi's initial run got him quite a ways up but not over. Then came Swanson. On his first try with his 45-inch machine, Don used all of his throttle control and body English talent to crest the hill. The other climbers didn't fare nearly as well as Swanson with a number of them only getting about 50 feet or so before hitting a soft spot and digging in. As it turned out, only three riders managed to see the top of the hill: Swanson, Ascenzi and Thad Lawrence of Boise.

Once the event was underway, things flowed fairly quickly with the climbers getting lined up and roaring up the hill very regularly. They didn't like standing around in the lousy weather. The spectators stayed in their cars although

Don Swanson's kitted 450 Honda motor took him over the new hill on the first try.



PHOTOS BY MARTY GREGORY

there were a few hardy souls hangin' around the starting area below the hill. There was quite a bit to see if you could get into trick hillclimbing machinery.

Everyone's favorite, Lydian Ascenzi, had several of his famous Indian climbing machines. Lyndian has probably had those bikes for 20 years or so and they are just as competitive today as they were in the Fifties. Hillclimbing is one branch of motorcycle sport that still has some nostalgia about it. •

Results in Results Section.

Lucky 13 MX Series

By Sue Sykes

PUYALLUP, WASH., MAY 9

Racers used the new Posi-Start gate Friday night at Puyallup Raceway Park for Series Race number six. What a slick set up.

Action in the 125 Pro class was all up front as three Hondas and a RM Suzuki fought it out for the top money. Steve Nolen took the lead in moto one but had mechanical trouble about halfway, then Gary Racca took over. Racca was challenged by Billy Joyce throughout the finishing laps. What a ride! Gary Potts (Suz) was knocking on the door but settled for third in the moto.

When the gate dropped a second time for these racers it was Racca-Potts out in front. Potts hit the dirt wall just past the Hairpin Turn and lost a position getting out into the traffic again. Joyce saw his chance and slipped right up to Racca to follow him past the checkers.

The three Pros posted solid positions with Racca, Joyce, and Potts overall winners.

Series leaders:

A Class	Steve Nolen	Hon
B Class	Marvin Syles	Hon
C Class	Ric Dittman	Yam
Mini	John Christian	Yam

Results in Results Section. •

Loff keeps winning

By Bob Rigler

CARSON CITY, NEV., MAY 6

Jeff Loff (Mai) of Carson City continued his winning ways in the Open Expert class at T-Car Speedway. Evidently deciding to give the other riders in the class something of a handicap, Loff sat on the starting line until the rest of the field had passed the half-lap position before getting his Maico moving. Before the race was two laps down Loff had the lead and was never fronted for the win.

The biggest field of riders at T-Car, on a cold and snowing day, came in the 125cc Novice class with both an A and B event scheduled. Ken Heitmiller (Hon) took first for the second moto in a row at T-Car and Leonard Hadlock (Hon) of Sparks took the win in the B group. Both Heitmiller and Hadlock were threatened in the event but held on to win. •

P.I.T.S. trial

By Dennis Schreiter

AUBURN, CAL., MAY 4

Sacramento P.I.T.S. held their trial at Murder's Gulch. The land around there is great riding with plenty of logs, rocks and water for sections. The beautiful views of the American River made it a task to keep your eye on the trail while riding the loop.

The event was 10 sections, three loops about six or seven miles long with a four hour limit. The loop took its toll on riders as it was a tough ride in some places. A hard loop really brings out the endurance factor in trials. If the expected rain had made an appearance the attrition rate would have been much higher.

Even the Expert riders got their dabs in as Steve Darrow posted a 15 for the lowest score. Hardest section (for me) was a drop off a six foot bank into a running stream, turn left, ride over wet rocks and turns, go up a three foot rock waterfall, more turns and wet rocks.

None of the individual obstacles encountered were impossible but the combination of obstacles and natural boundaries made it a very enjoyable ride. •

Jorgensen tops Oakdale rough scrambles

By Ann Carr

OAKDALE, CAL., MAY 4

Alex Jorgensen does not show up at Pioneer very often because of his pro commitments, but when he does he gives the budding sportsman Experts something to shoot for. After suffering a fall in the heat trying to catch the Zakarian Bultaco of Johnny Pittman, Alex chased Pittman again in the main for eight laps before slipping by down the back chute on the Jorgy's Can-Am. Pittman held on for a strong second.

The Open Expert class was captured by rookie Expert Francis Lopes in his first Expert ride. Francis won both heat and main easily after Butch Davidson reinjured a knee in the heat and Steve Parker nosedived into the berm on the pit turn in the main. Dennis Huff, a veteran sportsman rider, aced out his dad for a good second.

Mini action this nippy Sunday featured strong wins by Experts Doug Chandler and Tony Holdsclaw and Junior Scott Baker. Chandler survived a poor start and charged hard to make up ground. He darted by three other riders

down the back chute, then ran away with the 100 Expert Main. Holdsclaw in the 80 Main took advantage of miscues by Jeff Haney and Doug Cunningham who diced each other into a fall in the spectator turn for an opportunistic victory. Scott Baker escaped a spectacular down the straight crash in the heat unharmed and came back in the main to win.

Salida's Jimmy Jenkins advanced closer to Junior status with a hard fought win in the 125 Main over Modesto's Chet Armstrong. Jimmy stayed on the gas longer going into the pit turn for a clean pass. The other 125 Main was taken by Randy Martin in the Honda sweep of that event.

The last rough scrambles of the spring season will occur on May 25 with the short track season to begin the first Saturday in June and continue through September. ●

Results in Results Section.

NorCal Speedway

GLEN ARTINIAN

L. to R. — Paul Orlandi, winner Alan Christian and Rich MacMurray line up in the first corner of the Scratch Main.

Alan Christian, Ron Long win Cal Expo opening night mains

By Sneaky Pete

SACRAMENTO, CAL., MAY 2

Northern California's 1974 high point rider, Alan Christian, opened the 1975 season by winning the Scratch Main ahead of a pair of his Reno neighbors, John Cunningham and Rick MacMurray. Paul Orlandi had bike problems and finished fourth.

Ron Long made the most of his 10 yard starting spot to lead the Handicap Main from start to finish. A fast closing Rich MacMurray came up from the 40 to finish second with the show spot going to Jay DeBeaubien.

Coming back from a nasty looking spill at San Jose the night before, Charley Morse took Division Two honors. Second and third went to Dennis Robinson and Randy Davis.

Junior Speedway made its first appearance at Cal Expo and the newest member in the John Fisher stable, Sterling Stryker, took home the first place brass. National Junior Speedway champion Lance King was moving up very well until he and his bike went separate ways on the second lap of the Junior Main.

Once referred to as "like racing around a telephone pole," the new track for the 1975 season has the straightaways widened 10 feet and the turn crashwalls moved back to make more room in the corners. The faster riders no longer have to wait for a break to get by. Tonight they were passing on the outside in the turns and in seaons past this was seldom seen. If the show put on this evening is any indication of what the fans can look for this year, the '75 season is gonna' be the best ever. ●

Results in Results Section.

The best handling rear suspension in the world!

Everyone is copying Maico's original forward design shocks! Some have even come close, but none have been able to duplicate Maico's handling qualities, with long travel rear suspension. Among the new features are three positions on the swingarm. ▲ Maico's forward mounted shocks compress the shock springs at a consistent angle and rate all the way down. This provides smooth, controlable springing and shock action. ▲ The lay-down (cantilever) type suspension have their problems. The springs are moving under changing angles and uneven pressure, then at a certain point the rear end will suddenly sink and bottom. This causes a catapaulting action on the return and causes difficult handling in the corners. ▲ Maico's highly successful long travel rear suspension, combined with Maico's unsurpassed front forks, adds up to the BEST handling machine anywhere...at any price! ▲ And you can buy the new Maicos, ready to race right out of the box. Combine all this with traditional German precision and craftsmanship, and you've got a winner...MAICO.

MAICO

EAST
Maico Motorcycles Inc.
109 Electric Ave.
Lewistown, PA 17044

MID-CENTRAL
Debenham Imports
Rt. 1 Box 211
Antioch, IL 60002

WEST
Cooper Motors
110 E. Santa Anita Ave.
Burbank, CA 91502

The five-speed gearbox on the new Maico 250 is now ½" wider and the gears are 25% larger in diameter.

SEE YOUR DEALER OR WRITE FOR FREE LITERATURE

eye it . try it . buy it

Recycle your cycle

Custom Portwork

Last year's model too slow? Get next year's power from last year's model! Why trade every six months trying to stay competitive?

Gibson Engineering
214 N.A.S. Drive
Corpus Christi, TX 78419

For details call 512-937-1902

COMPLETE MACHINE SHOP AND REPAIR SERVICE
Wiseco® Piston Dealer
CE Cycle Engineering & Supply
1140-A N. KRAEMER
ANAHEIM, CA. 92806 (714) 630-5720

Who did how? Read Results.

jim fishback's
YAMAHA-FONTANA
(714) 822-2252
9008 Sierra Ave., Fontana, Ca.

WIN A FREE KAWASAKI MOTORCYCLE.

Visit your participating Los Angeles-Orange County area Kawasaki dealer and pick up your free Captain K-EARTH decoder. Listen to K-EARTH Stereo 101 for clues on how to win. A decoder will help you to win.

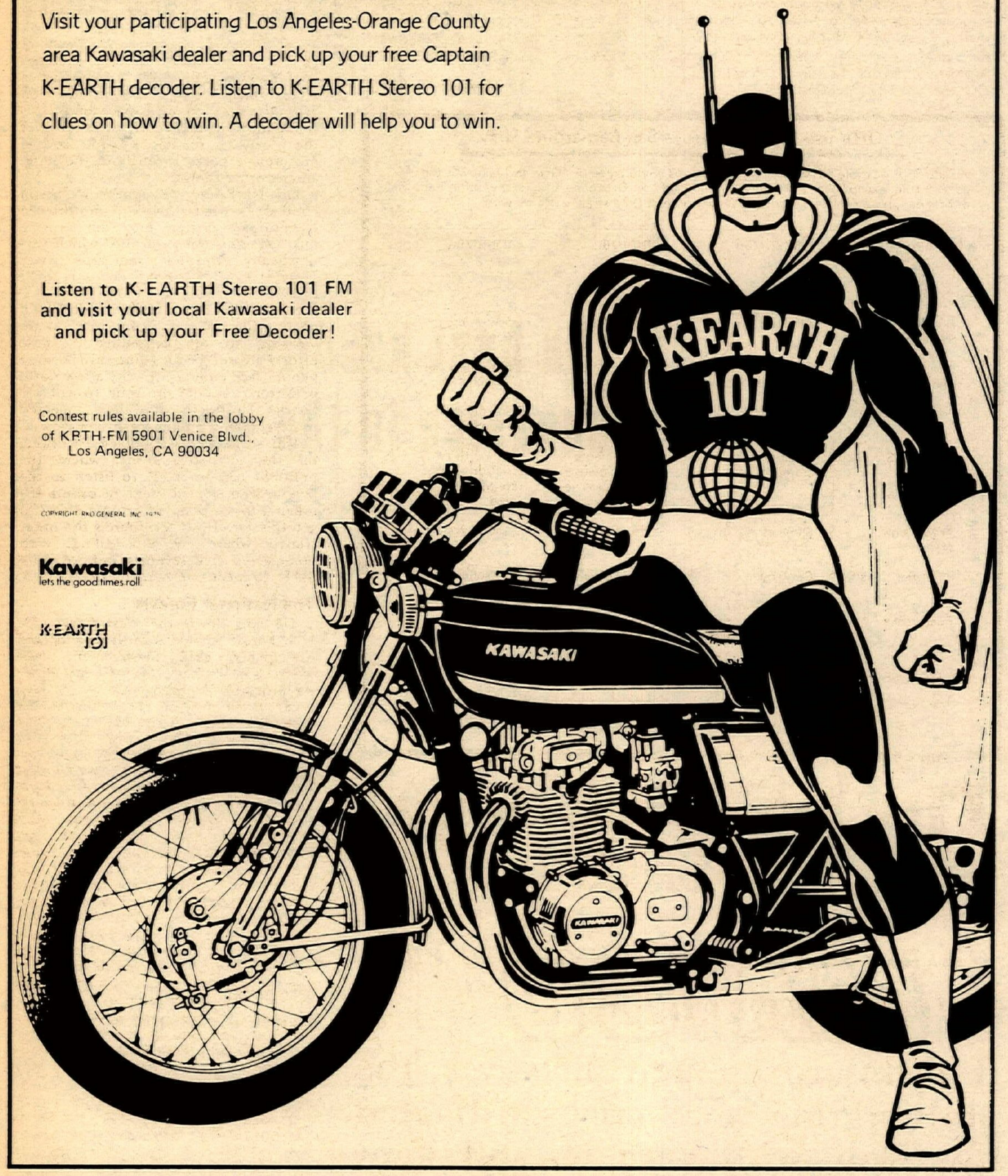
Listen to K-EARTH Stereo 101 FM and visit your local Kawasaki dealer and pick up your Free Decoder!

Contest rules available in the lobby of KRTH-FM 5901 Venice Blvd., Los Angeles, CA 90034

COPYRIGHT RKO GENERAL INC 1975

Kawasaki
lets the good times roll

K-EARTH 101



If the world ended tomorrow
would you you have a job?
Send off for a free correspondence kit today

Now at T & O Yamaha
Husqvarna
T&O YAMAHA
24020 Narbonne Ave., Lomita, CA. 90717. Phone (213) 534-2311

Coast Moto Cycle
Motocross — Desert
2334 Newport Blvd., Costa Mesa, CA 92627
714-645-8008

Opinion

OUTDOOR FORUM

Desert Planning Commission

"Public input is *very* important to us," claims Neil Pfulb, Director of the California Desert Plan.

"+$%&*!" you answer. They don't listen to anybody but the "d*%†*d preservationists!"

But the problem is not in their listening; it's in our talking. When we answer their request for public input with a hostile "we don't want you in our desert," all we're saying is that the users are hostile. The BLM already knows that. But they still read every letter.

History is replete with examples of extinct species. And why? Because they failed to adjust to a changing environment. The environment of the desert rider is changing. The BLM has discovered the desert rider, and if the desert rider doesn't begin to adapt, he will become just another museum specimen.

In an effort to learn about this monster which threatens our existence, I requested an interview with Bob Badaracco, Outdoor Recreational Planner (who, by the way, holds a Ph.D in his field).

Badaracco not only agreed, he rouned up his supervior, Resource Chief Merrill De Spain, Desert Plan Director Neil Pfulb and Riverside District PR man, Gordon Flint. These four gentlemen spent an entire morning explaining what they are doing, why, and how they are going about it.

The four were willing, even eager, to let Cycle News readers know how land use classifications are arrived at, and if I learned nothing else, I learned that if we lose our desert we will have no one to blame but ourselves.

Originally, the old General Land Office was charged with getting public lands back on the tax rolls, i.e. into private hands. Disposing of public lands, in other words. After World War II the General Land Office merged with the Grazing Service to form the Bureau of Land Management.

Early in the 1960s Congress began to realize that American lands are indeed finite. "Go West Young Man" was the advice of Horace Greeley at a time when the West was unsettled. It makes little sense over a century later in an overcrowded West Coast megalopolis.

In 1964 Congress passed a law requiring "multiple use classification" of all federally owned land. The resources of the California Desert had never been inventoried except for disposal under the Small Tracts Act.

As the BLM began to classify the desert lands in compliance with the new law, they became aware of extensive recreational uses, encroachment of civilization into the desert, and even found conflicts within user groups, between big bikes and small bikes.

"Not ture," you say? Then write a letter, telling them how long you've been using the desert and what it was really like. Make it a sane, sensible letter. Adult to adult.

The California Desert Plan task force was set up as a separate division of the California BLM, charged with inventorying the resources (including

recreational) of the desert. They were to recommend a plan to provide maximum benefit from the resources existing to District and Area managers, who have ultimate responsibility for land management.

In 1968 "The California Desert" was published – a report on recreational uses of the desert. The report is concerned with increasing the potential for recreational use of the desert, rather than squelching it. Desert recreation is described as "being in its infant stage."

"Wrong again," you say? The clubs who have been organizing desert races since World War II, should sit down and compile a list of dates and include the entry numbers. The BLM doesn't know unless we tell 'em.

The task force went to work on the monumental task of compiling an accurate inventory of 12 million desert acres. First came the Interim Critical Management Program, designed to prevent depletion of resources until classification was completed and a comprehensive plan could be implemented.

Then the group started collecting information from every available source. It was an honest effort to collect facts from anyone who knew anything about desert resources.

One good source of data was the many small museums in the desert. Owners were generally intimately familiar with their local areas.

Another major source was environmentalist groups. Ecology had replaced the Twist as the national rage. The Sierra Club, under its own name and under a number of aliases, submitted volumes of information. An arrowhead found three decades ago? The BLM received information explaining that the site was probably archeological site which needed protection.

Pupfish on the endangered species list? Environmentalists transplanted pupfish from their natural habitat to locations heretofore unkown to the pupfish, and reported the new sites as needing protection because of the endangered species to be found there.

Reliance on this information provided by the public is great. Pfulb had anticipated a staff of 50 by this time, primarily resource specialists who would actually work in the field collecting their own information. Budget and personnel requisitions have been slow in coming, and his present staff is only about half that.

The BLM has been instructed by a Congress we elected to do a job. They are going to do the job, regardless of how great people think it might be to go back to the days of no restrictions.

Recreation is a necessity. So is escape from the city for many of us. The BLM is aware of that, but we aren't helping them provide adequate space.

On June 7, Riverside and Bakersfield District will co-sponsor an "open house" concerning the El Paso Peaks and Red Mountain planning areas. District and area managers will be collecting comments and Desert Plan Director Neil Pfulb will be there with his resource specialists to answer questions.

Be there! Saturday, June 7, Lake Shore Inn, California City, all day open house begins at nine a.m.

See a closed area on the plan? Ask why. BLM personnel will be glad to tell you why. If you find out the area is being restricted because of a reported patch of endangered plants and you happen to know of 30 races run through the area over the past 20 years, write it down.

Then send the Desert Plan staff a letter, setting down facts and figures. Point out the survival of any "endangered species" throughout extensive use. Explain the past use in detail. Give them cold hard facts. That's what they need.

Land use plans are being formed right now, based on the facts collected by an understaffed task force. Users have a lot of information to contribute, but for the most part we just aren't contributing. The preservationists are.

Go to California City on June 7. Compare their information with your knowledge of the area. And then give them the benefit of your observations.

Sincere apologies to BLM Riverside District, Bakersfield District and Desert Plan staff for an unprecedented blooper-two errors in one sentence. First, the June 7 meeting is not "an unveiling of a draft of the final management plan." No such plan has been formulated. June 7 is an open house to involve users before the plan is drawn up. Second, the planning areas are El Paso Peaks and Red Mountain, not Red Rock Canyon as reported. My face burns hot enough to fry the egg on it!

Leslie Richards

ORV use opportunities – San Bernardino N.F.

A matrix of possible ORV rules all user groups could agree on. Give and take was the general rule, except over trails under minimized use. Off-roaders (bikers) wouldn't accept a total ban; posey-sniffers wouldn't settle for less. On a straw vote, we won.

Use category/ criteria	Maximized	Minimized	Optimized
Travelways			
Roads–F.S. System	All open	Open unless restricted	Open unless restricted
Roads–non-system	All open unless designated closed	Closed unless designated open	Open unless designated closed
Potential routes	Controlled development	No new development	Controlled development
Trails–F.S. System	Open unless closed by law	Disagreement: No vehicles versus closed unless designated open	Open with restrictions. Separate users on some.
Trails–non-system	Same as system	Same as system	Same as system
Potential trails	Controlled development	No new development	Controlled development
Fuelbreaks	Controlled use subject to FS regulation	Restricted	Controlled use
Cross-country use areas			
Minimum size	1 acre	640 acres	FS option – 1 to 640 acres

The politico-legal meat grinder

An underview through both ends of the telescope–at once

It seems to happen in waves, the proliferating small crises instigated by those who hate us and kept rolling by a government infrastructure still abysmally ignorant of motorcycles and motorcycling. It is such a time again, another ninth ninth wave compounded of danger and opportunity.

It's a meatgrinder, this process by which government works its will on individuals (and occasionally vice-versa). Looking at it from the biker's standpoint, it is something of a multi-theatre war of attribition. Just where you're winning on one front, another opens up.

Here's a brief rundown of the past few months in Southern California:

The Carpenter Bill

When Assemblyman Paul Carpenter introduced his mandatory helmet/lights-on/protective clothing bill early this year, everybody buckled down to another round of the same dismal battle. The plot took a surprise twist when Carpenter turned out to be an honest, concerned individual capable of listening, learning, and modifying his opinions to fit facts. After meeting with Russ Sanford in Sacramento and with militant bikers in Los Angeles, he agreed to withdraw his original bill and substitute a measure calling for rider education, auto driver awareness, and more relevant testing for both Class Three and Class Four driver's licenses.

Instead of an ogre, we'd found a man willing to listen, ask questions, pick our brains even, then try to translate our knowledge into workable law. Russ went to work at his end, and in L.A. about a dozen of us formed an ad hoc committee to draw up recommended measures. Our work was done in about three months, and what we turned over to him was a combination of our personal experience/opinion plus several pamphlets from the Motorcycle Safety Foundation detailing their excellent spadework in motorcycle rider education. There's seldom been a time when bikers have had a more golden opportunity to write their own ticket.

Unfortunately, his new bill, AB 1809, is apparently caught up in political maneuvering that may have nothing to do with its merit. That, as yet, is an unfinished story.

The Sacramento front

Elsewhere in the California legislature, it's win some, lose some. AB 1236 (Chappie) is an instant winner, in that it specifically includes "off-highway vehicle use" to compatible recreational uses permitted on agricultural-zoned open space lands. It is tremendously important, as it removes the major roadblock to several motorcycle parks throughout the state, among other things.

On No-Fault, we appear to be in control, what with motorcycle exemptions written into the existing bill. On emissions, AB 300 which sets drastically tougher standards after January 1, 1977 is not as bad as it could be. In all, Russ Sanford reports, "It appears that our letter-writing efforts are paying off, as many bills . . . are working to our advantage . . . These efforts are succeeding, but only because people care enough to write a few notes or letters, or take the time to call the district offices of their elected representatives and express their views."

If it seems that democracy is working on the legislative front, where the politicos can be made to listen to the people who elected them, be proud. It's taken a lot of peoples' unsung effort to get this far. However, there's the other front, where we're dealing with non-elected civil servants and are more likely to meet our enemies face-to-face.

The National Forests

Up and down the West Coast, the U.S. Forest Service is re-writing its land use plans, each management unit working individually on the lands under its jurisdiction. Each unit is, by law, required to involve the public at the grassroots level, in the immediate area surrounding the forest unit. How they involve the public, how they announce the meetings, who gets to speak for user groups, all these policies differ from unit to unit, according to the rules set by each unit's management. Can personalities and prejudices get involved? You bet, though by and large, the U.S. Forestry Service, with its long traditions of public service, tends to hire a higher calibre of civil servant than many newer, less inhibited agencies. Locally, we've found the foresters who deal with ORV planning to be candid, open-minded, and often sympathetic to the off-roader's needs. What they don't know, they're willing to learn, if someone will take time to teach. They in turn can teach us something about loving the land, even while you're using it. Unlike the Sierra Clubbers, their idea of conservation is that the land should be used to the fullest, but used such that it's still there for the next generation. They also abhor unnecessary flap.

As indicated earlier, the publicity on public meetings can be spotty. The best way to get involved as a member of the public is to call or drop by your district ranger's office (it's in the phone book, under "U.S. Government, Dept. of Agriculture" listings). Once you have attended a public meeting and signed the register, you should be on their mailing list for future meetings. But you still have to take the first step, they're not going to be knocking on your door begging for your attendance.

Once there, you may or may not be allowed to speak for motorcyclists as a group in your area. Depends on the policies set by the foresters, and on who's gotten there before you. If there is already a motorcycle spokesman, he/she will still need your help. Most likely, you'll be asked to be part of an ORV work group, to gather facts (not just opinions) about ORVs in general, and about usable trails in the forest unit, and funnel this information, through the spokesman, to the foresters. Plus, when your guy is taking flak from a half-dozen different kinds of eco-freak, your presence is much-needed moral support.

Yes, a public meeting that involves

Top Gear boots on sale.

"...the best choice for all-around riding." – Cycle News

$39.95

The Top Gear Standard MX boot would be an excellent buy at twice the price. Rugged, long-wearing, yet comfortable enough to walk in. A steal!

$49.95

Top Gear's best – the super MX boot. Made of fine English cowhide throughout, features include adjustable side strap, rolled leather top, padded shins, built-in steel shanks, Nitrile High Density sole and heel with steel tips molded in. A great boot at a great price!

$49.95

Top Gear's Super Enduro boot. Shares all the premium features of the Super MX, but with a deep-cleated heel and sole. An unbeatable buy!

Available at Norton, Triumph, and Top Gear dealers.

Top Gear Accessories A Division of Norton Triumph Corporation

Norton Triumph

2765 East Huntington Drive, Duarte, California 91010. Phone (213) 359-3221.

BW BELT

WORN BY TOP RIDERS

The BW Riding Belt is made of 20oz gold canvas and elastic with Velcro® brand hook and loop fasteners, providing maximum support in competition, trail and road riding.

BW BILL WALTERS LEATHERS

445 S. VICTORY BLVD., BURBANK, CALIFORNIA 91502

'75... the year of the Bul

See the New Bultaco at your dealer now.

BULTACO CEMOTO

P.O. Box 62547 • Virginia Beach, Virginia 23462

Movin' Mike MX GAME

says "Get it on"

NMA National Championship Series

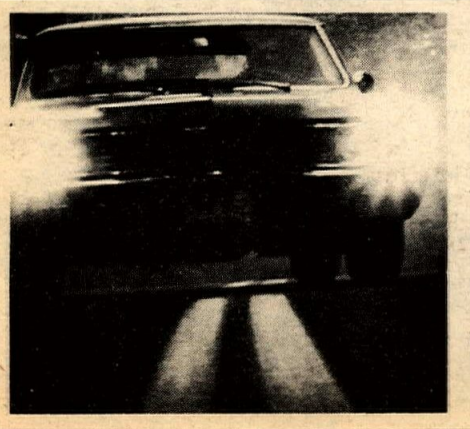
San Diego
May 24 & 25

&

Indian Dunes
May 31 & June 1

Viewfinders '75 Grand Prix

Movin' Mike MX Game
7018 Captain
Houston, TX 77036



WHEN A PROBLEM DRINKER DRIVES, IT'S YOUR PROBLEM.

Problem drinkers were responsible for 19,000 highway deaths last year. That is your problem.

Because they didn't kill only themselves. They killed people they loved, people they'd never met, people like you.

And they didn't only kill. They crippled and maimed and destroyed lives without actually taking them.

DRUNK DRIVER B3
BOX 2345
ROCKVILLE, MARYLAND 20852

I want to do something about my problem.
Please tell me how else I can help.

My name is
Address
City State Zip

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Opinion

every possible user group, bikers, ranchers, hunters, jeepers, horsemen, posey-sniffers, miners, bird-watchers, fishermen, timbermen, retired recluses – it's a regular zoo! You'll meet some of the strangest weirdos you've ever seen, and find some unlikely allies at times. And you'll meet some implacable enemies. It can be a mini-education.

San Bernardino and Cleveland National Forests

The San Bernardino National Forest, site of the Big Bear Two Day Trial and a favored riding area, is well into the planning process. Cleveland National Forest, occupying the area between Elsinore, Saddleback, and Escape Country (roughly) is just starting. Both are using standard systems engineering and operations research techniques to gather citizen ideas and build them into a workable plan. Both are trying to identify user conflicts and keep such conflicts at a minimum.

In the San Bernardino Forest, maps are being developed, showing areas of interest to various user groups. As can be expected, the preservationists have already developed theirs, red-inked wherever they would have ORVs banned. For the most part, it's liveable, based on keeping us out of Bighorn Sheep habitat and the like. Two exceptions stand out. They would have bikes banned from all stream beds and riparian areas. These happen to be trials riders' favorite spots, and anybody who knows trials fails to see what damage we can do to rock-strewn stream beds. Remember St. Patrick's Day and ask who got the worst of it, Texas Canyon or the riders?

They also want us banned from the ridges north of Hwy. 138 and west of Cajon Pass, which incidentally, is the area mentioned in Chuck Clayton's "Writin' Around" column "California Spacin'." The area is a biker's favorite, desert riders and cowtrailers, mostly. No way are they going to get us out of there.

Meanwhile, they still need input from us. If you ride this area, and know the land well, grab a Forest Service map, mark the trails and riding areas you use and send it to Cycle News. Be specific and accurate. The foresters have flat told us, "If you guys don't tell us where you want to ride, we won't know to try to keep it open."

Most of the latest meeting (held April 30) was devoted to generating a "preference matrix" – sort of a two-way chart detailing what the various user groups would accept under conditions of "maximized," "minimized," and "optimized" ORV use opportunity (see chart). Note that the Forest Service reserves the right to decide which condition we'll have to live with. Our strategy was to try to pack the deck so that we could at least live with the worst case (minimized) and so that the most likely situation (optimized, as should be expected from a "systems engineering" approach to decision-making), would be closest to ideal for us.

On the whole, we succeeded, and sent the posey-sniffers off in a hurried strategy conference as, apparently for the first time, there were enough off-roaders there, armed with enough documented facts, to give them a hard time. A couple of them were downright bitter about not having things all their own way. Tough. Let's keep going to the meetings and keep 'em bitter.

The following week, Cleveland National Forest began by explaining their planning process and introducing the various user-group spokesmen. Ours is Joe Goodson, of the American Trials Association, former club president and active event organizer. Over a dozen bikers were there, and quickly formed into a task group which will be meeting at Orange County MC clubhouse, 11500 Trask in Garden Grove the evening of May 21. Joe can be reached after work by calling (714) 828-6705.

The next formal planning session will

(Continued on page 37)

RESULTS

AMC Night MX
O.C.I.R.
May 9, 1975

MINI BEG
Mark Schones Hon
Donald Mortesen Yam
Chris Jameson Hon
MINI JR
Steve Shippy Hon
Greg Fountain Yam
Chris Parker Hon
MINI INT
Brian Antonacci Hon
Ricky Johnson Yam
Bryan Jordan Yam
MINI PRO
Jeff Ward Hon
Kurt Sofka Jr Yam
Brad Schwan Hon
100 BEG
Bobby Crook Hod
Steve Lyon Hon
Jerry Witchel Hod
100 INT
Byron Barr Hon
Mark Marriott Hon
100 PRO
Pete Hillebrecht Hon
Jeff Ward Hon
Paul Schones Hon
125 BEG
Marty Blasingame Hon
Mark Wilson Yam
Pat McLaughlin Hon
125 JR
Sonny Riner Hon
Jeff Lysdale Hon
Glen Apling Yam
250 BEG
Cal Reiten CZ
John Holt Kaw
Jim Carlino CZ
250 JR
Mark Taylor Kaw
Stephen Page Hon
Gary Will Yam
250 INT
Doug Griffith Bul
OPEN BEG
Steve Costello Suz
OPEN JR
Mike Tackett Yam
Jeff Moore Suz
Mark Milazzo Mai
OPEN INT
David Gerig CRT
125 PRO
Rick Bean Hon
Steve Bauer Hon
Al Tilford Hon
250 PRO
Brad Morrison Mai
Gary Ogden Yam
Mark Marinez Mai
OPEN PRO
Cal Weber Mai
Jeff Witherell Mai
Hank Schmidt CZ
125 INT
Jim Gallagher Hon

AMC Motocross
Saddleback Park
Orange, Calif.
May 11, 1975

MINI JR
Cary Faas Hon
MINI PRO
Todd Hubert Hon
100 BEG
Bruce Turnbull Hon
Jamie Breem Kaw
Ralph Turnbull Yam
100 JR
Tony Gomez Yam
Jim Cote Hon
Yves Halliburton Pen
100 PRO
John Gless Bar
Brad Roberts Bar
125 BEG
Mark Buchley Hon
Dave Hornbeck Hon
Marc Halliburton Pen
125 JR
Ted Vandenraadt Hon
Tony Gomez Yam
Joseph Ruffino Hon
125 INT
Leni Faas Hon
Alex Collins Kaw
Ronnie Rinden Hon
250 BEG
Frank Serjeant Hon
Bruce Winter Bul
Chris DeLance Oss
250 JR
Barry Armgard Mai
Bob Kapsner Mai
Sean Guayson Yam
250 INT
Rick Watson Mai
John Hildreth Yam
Frank Bua Jr Mai
OPEN JR
Mike Waite Mai
Mark Stavron CZ
Jon Glaubitz Bul
OPEN INT
Steve Szueber Yam
Tim Shook Suz
Michael Halberstadt Hus
OLD TIMER
John Miley Hon
125 PRO
David Williams D&G
David Taylor Hon
Warren Reid Hon
250 PRO
Rick Long Mon
Terry Hugueley Bul
Steve Montague CZ
OPEN PRO
Floyd Burk Jr Bul
Richard Franklin Yam
Jack Hazard Bul

TT Scrambles
Elsinore Raceway
Elsinore, Calif.
May 3, 1975
By Andi Gangewer

MINI BEG
John Throne Yam
Robert Flynn Yam
Kevin Wagner Hon
MINI NOV
Steve Griffith Yam
Wally Soltz Hon
Dee Tyron Hon
MINI AM/EX
Pat Richmond Yam
Eddie Tafoya Hon
Ken McIntire Hon
100 BEG
John Throne Yam
Steve Polson Yam
David Rocha Kaw
125 BEG
David Jenkins Yam
David Staggs Hon
Tom Hughes —
250 BEG
Mike Magrann Hon
Randy Throne Yam
Gary Williams Suz
100 NOV/AM
Sam Burns Yam
Randy Throne Yam
James Throne Yam
125 NOV
Donald Acker Hon
Larry Hestrom —
Tom Neider Hon
250 NOV
TOm Roseth Bul
Pryor Campbell Yam
Wayne Rich Yam
500 OPEN NOV
Robert Riffle Bul
Mike Peterson Hon
Kip Johnston CZ
SPEC NOV
Robert Riffle Bul
Kip Johnston CZ
Jack Smith Yam
125 AM
Donald Acker Hon
Paul McPherson Yam
Danny Perkins Hon
125 EX
Charles Summers YZ
Randy Baker Yam
250 AM
Greg Zamora Mai
Chris Kelbel Yam
Steve Colman Yam
250 EX
Eddie Beeson Yam
Greg Schell Yam
Robby MacEwen Yam
500 OPEN AM/EX
James Throne Mai
Rick Aguirre —
Bob Cullinan CZ

Motocross
Escape Country
Trabuco Canyon, Calif.
May 10, 1975

SUPER MINI 1st DAY
Tony Bar —
Curtis Qualls Hon
Kevin Okura Yam
SUPER MINI BEG
Steve Jacobson Hon
SUPER MINI NOV
Ryan Eide —
Bob Cummings Hon
Mike Bronson Hon
SUPER MINI INT
Pete Rickertsen Hon
100 1st DAY
Rich Boehme Yam
100 BEG
Eric McWilliams Suz
100 INT
Kurt Lustbaum Yam
100 EX
John Gless Suz
125 1st DAY
Craig Sample Hon
Jim Gentile Yam
125 BEG
Bart Hitt L&L
Ray Wallace Kaw
Sam Dettorre Yam
125 NOV
Chris Haines Hon
Steve Hughes Hon
Tim Brink Yam
125 INT
Russ Eide —
125 EX
Patrick Hubbs Hon
250 1st DAY
Richard Bachman Hon
Glenn Stover YZ
250 BEG
Mark Howard Yam
Jack Fedrich Hon
250 NOV
Don Ivey Hus
Matt Robinson Hon
Carl Olson Mai
250 INT
Jim Snyder Hon
175 CLASS
Kpjm Jamma Puc
OPEN 1st DAY
Mike Irby Suz
OPEN BEG
Paul Birchifeld Yam
Steve Harte Yam
OPEN NOV
Bob Savage CZ
OPEN INT
Jim Gillespie CZ
OPEN EX
Randy Meyer Mai

Mt. View Motocross
Sandy, Ore.
May 4, 1975
By Jan Newman

MINI
Claude Meyer Yam
Kevin Wolf Yam
Jim Larsen Yam
100 JR
Jon Wimber Suz
Vint Chancellor Pen
Keith Blackman Suz
125 JR
Gordon Clapp Hon
Rob Gieszler Hon
Steve McCall Yam
125 INT
Tim Michlitch Hon
Dave Honneman Hon
250 JR
Jeff Larson Yam
Terry Handke Hus
Tom Granberg Yam
OPEN JR
Dick Burgett Bul
Mike Wolf Bul
Jim Newman Mai
OPEN INT
Lewis Swan Bul
Pat Cate Suz
Ron Long Mai
TURKEY
Don Randall Yam
Matt Shields Bul
Mike Waggoner Yam
125 PRO
Rick Burgett Yam
Kevin Jansen Suz
Ron Sun Suz
250 PRO
Rick Burgett Yam
Bruce Selander Bul
Gary Chase Hus
OPEN PRO
Vernon Gabbert Hon
Barney Newman Mai
Chuck Sun Bul

Speedway North
Sacramento, Calif.
May 2, 1975
By Sneaky Pete

SCRATCH MAIN
Alan Christain
John Cunningham
Rick MacMurray
Paul Orlandi
HANDICAP MAIN
Ron Long
Rich MacMurray
Jay DeDebeaubien
SCRATCH CONS
Norman Denny
Bruce Haserot
Barclay Trehal
Frank Cook
HANDICAP CONS
John Vance
Jerry Baugh
Barclay Trehal
DIV II MAIN
Charley Morse
Dennis Robinson
Randy Davis

Dunlap Motocross
Dunlap, Calif.
April 27, 1975

MINI
Mike Carmichael Suz
Rick Baker Suz
MINI INT
Mark Nelson Suz
100 JR
Chris Benincosa Suz
Tom Howard Hon
Dennis Cantrell Hon
100 INT
Jon Nelson Suz
125 JR DIV I
Danny Scrivner Suz
Gene Carter Bul
Tom Weatherson Suz
125 JR DIV II
Gary Clark Suz
Denny Enochs Hon
Jerry Collier Suz
125 INT
Rick Nelson Bul
Kevin Frazier Hon
Ken Fursman Hon
125 EX
Brad Eyre Hon
Steve Brand Hon
Pat Barnett Hon
250 JR DIV I
Danny Stacy Yam
Anthony Silveria Mai
David Ward Mon
250 JR DIV II
Tom Prichard Mon
Don Marmolejo CZ
Gordon Bergen CZ
250 INT
Bill Howard Mai
Glen Stiefel Mai
Gene Manhire Mai
OPEN JR
Larry Albert Bul
Richard White Mai
Ted Hill Hus
VET
Don Roufs C-A
Joe Brown Bul
OLD TIMERS
Ken Clayton Hus
Elmer Georgeson CZ
250 EX
Jim Franklin Hus
Dennis Brand Pen
Duane Garrett Mon

Youth Expo '75
Riverside Int'l Raceway
Riverside, Calif.
May 5, 1975
By K. Warner

MINI BEG
Rich Maebe Hon
Randy Shoaff Hon
Mike Patterson Hon
MINI NOV
Lindley Kistler Hon
Clyde Wilson Hon
Kevin Bowden Hon
MINI EX
Joe Hamilton Hon
Tod Miler Hon
125 BEG
Bart Hitt Suz
Jeff Morris Hon
David Kelley Car
100 BEG
Steve Hawkins Suz
Gary Formoe Hon
Jeff Jacobs Yam
125 NOV
Ken Morris Hon
Rusty Clarke Oss
Keith Parks Hon
125 INT
Gary Bowden Hon
Jackson Kistler Hon
Dave Hockett Hon
125 EX
Willie Amaradio Hon
Mike De Philips Hon
Allen Williams Hon
250 NOV
Tom Ruvolo Mai
C. J. Hunt Hus
Drew Porto Mai
250 BEG
R. E. Harris Hus
Dean Caldwell CZ
David King Yam
250 INT
Ray McNeal Oss
Erik Strommer Hus
Corky Steoens Hus
250 EX
Kevin Callaway Yam
Randy Blevins Mon
Tim Gaffney —
OPEN CLASS
Scott G. Scott Yam
David Aleman Mai
Bill Klairs Mai

Hillclimb
Owyhee Club
Boise, Idaho
May 4, 1975
By Marty Gregory

45 NOV
Allan Pettit
Woody Ryland
Bob Hawley
80 NOV
Allan Pettit
Woody Ryland
Bob Hawley
45 EX
Don Swanson
Lydian Ascenzi
Thad Lawrence
80 EX
Daon Swanson
Lydian Ascenzi
Thad Lawrence

Motocross
Saddleback Park
Irvine, Calif.
May 10, 1975
By Tom Corley

MINI BEG
Amy Musson Suz
Steve Valenica Hon
MINI NOV
Joe Nist Yam
100 BEG
Chris Tiner Suz
Charles Lawson Yam
100 NOV
Steve Tiner Suz
100 JR
Mike Musson Hon
Walt Molloy Suz
Ronnie Flores Yam
125 BEG
John Hoyne Hon
Rocky Caswell Hon
Ron Laffrouchi Yam
125 NOV
Randy Skinner Hon
Jim Ketting Suz
Pat Orescanin Hon
125 JR
Brian Myerscough Yam
Tom Daversa Yam
Kym Kirchenmann Hon
125 INT
Mark Aney Bul
J.N. Elledge Bul
Nick Hein Hon
125 EX
Norman Gomez Hon
Larry Ripley Hon
250 BEG
Dave Marujo Oss
Dana Yenawive Hon
Mike Berrier Hon
250 NOV
Andrew Ganboa Hus
Mark DeSoucy Hus
Don Day Yam
250 JR
Barry Armgard Mai
Bob Kapsuer Mai
Bill Dennis Bul
250 INT
Jonas Gaaf Hus
Keith Dysert Hus
Dave Fox Hus
250 EX
Bob Elliott Hus
Mike Ruby Mai
Dave Hopkins Hus
500 JR
Steve Stasiebe Mai
Ken Baer Mai
David Keith Yam
500 INT
Steve Fry Yam
Scott Prute Hus
Steve Fry Yam
500 EX
Jim West Mai
Mike Yorba Mai
Scott Scott Yam

P.I.T.S. Trial
Auburn, Calif.
May 4, 1975
By Dennis Schreiter

EXPERT
Steve Darrow 15
Joe Masculine 21
Gary Masculine 43
AMATEUR
Larry Gurley 33
George McHenry 62
Joe Laconic 64
NOVICE
Art Mennick 66
Steve Doughty 71
Dick Trott 83

R.A.C.E. Motocross
Corona Raceway
Corona, Calif.
May 8, 1975

100 JR
David Jonnes
Todd Miller
Paul Ballow
100 SR
Dan Hockett
Scott Sheedy
Steve Hackthorne
125 JR
Richard Harris
Terry Bockelman
Jim Lawson
125 SR
Tim Hoover
Steve Bauer
Jim Cupp
250 JR
Nick Barrick
Lee Rosenberry
Vincent Gonzales
250 SR
Robert Fudge
Mike Slater
Kelly Callaway

Speedway
Ventura, Calif.
May 13, 1975

SCRATCH MAIN
Rick Woods
Jeff Sexton
Mike Konle
Bill Cody
HANDICAP MAIN
Keith Tennis
Mike Konle
Dave Sims
Bruce Penhall
Brad Newell
Randy Marsh
FEATURE MATCH
Rick Woods
Steve Bast
DIV II
Rick Farron

Speedway
Irwindale, Calif.
May 15, 1975

Mike Curoso
Mike Bast
Rick Woods
Mike Konle
HANDICAP MAIN
Larry Shaw
Phil Moon
Bill Meister
Scott Sivadge
Mike Muntean
Bob Schwartz
DIV II
Stu Egli

Speedway
Bakersfield, Calif.
May 17, 1975

SCRATCH MAIN
Mike Bast
Mike Curoso
Larry Shaw
Sonny Nutter
HANDICAP MAIN
Mike Bast
Steve Nutter
Jim Gresham
Dubb Ferrell
Dave Galvin
Brian Short
FEATURE MATCH
Bill Cody
Jeff Sexton

Speedway
Costa Mesa, Calif.
May 16, 1975

SCRATCH MAIN
Mike Bast
Mike Curoso
Rick Woods
Jeff Sexton
IHANDICAP MAIN
Mike Bast
Mike Muntean
Dan Becker
Steve Bast
Rick Woods
Troy McKee
FEATURE MATCH
Mike Bast
Mike Curoso

CMC Ascot MX
Gardena, Calif.
May 14, 1975
By Mike Klinger

MINI EX
Lance Moorehead Yam
Ed Glover Hon
Rick Atkins Hon
MINI
Kris Carman Hon
Tom Satchell Yam
Ron DaSalle Hon
100 JR
Craig Penrod Suz
Dan Westergland Yam
Chito Martinez Yam
125 PRO
Dave Pessy Hon
Jeff Jennings Bul
Tim Hart Yam
125 INT
Steve Moore Hon
Lance Moorehead Yam
Ross Thompson Hon
125 JR I
Joe Licciardi Hon
Shawn Mahn Hon
Don Huizing Hon
125 JR II
Jim Ketting Suz
Jim Forehand Hon
John Grise Hon
125 JR III
Kelly Walker Hon
Mike Johns Hon
Gary Graham Hon
250 PRO
Dave Pessy Mon
Joe Johnston Oss
Tim Hart Yam
250 INT
Chris Burgeson Yam
Herb Shelton Mai
Bill Chaplin Mai
250 JR I
Steve Brady Mai
North Hefleg Mai
Ken Stickel CZ
250 JR II
Mike Shively CZ
Jim McCarthney Yam
Mark Oldar Mai
500 PRO
Bill Rubley Mai
Dan Barnes CZ
Joe Johnston Mai
500 INT
Jeff Jackson Mai
Kirk Benke Bul
Mike Pelley CZ
500 JR
Corey Bogane Mai
Steve Stasifski Mai
Art McClain CZ

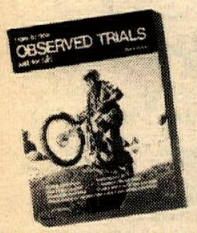
Recommended reading from Cycle News Products
ORDER THESE BOOKS

How to Win Motocross

Tells you everything taught in Gary Bailey's racing schools. Answers all the questions about equipment, starts, corners and rough stuff, whoops and downhills, mud and passing, and expert tricks. A great confidence-builder. **$6**

Motorcycle tuning for performance

176 up-to-date pages, over 300 illustrations showing how to get the maximum speed, torque and gearing out of your present setup. Also advice on trick modifications. This books plus your owner's manual is all you need to go fast. **$6**

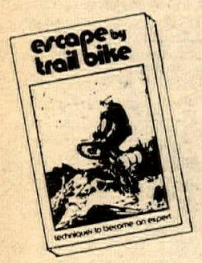


How to ride Observed Trials

Read this book and refer to it for everything needed to excel and have fun in the "ride anywhere" sport of trials. Riding techniques, bike modifications, organizing trials, rules, charts, everything. **$6**

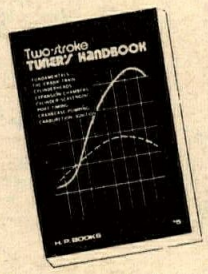
The Boonie Book

New, second edition explains how to ride the dirt, make your bike work for you, tricks of maintenance, safety and what to do for many happy tankfuls of trail riding joy. Covers everything except ecology. **$6**



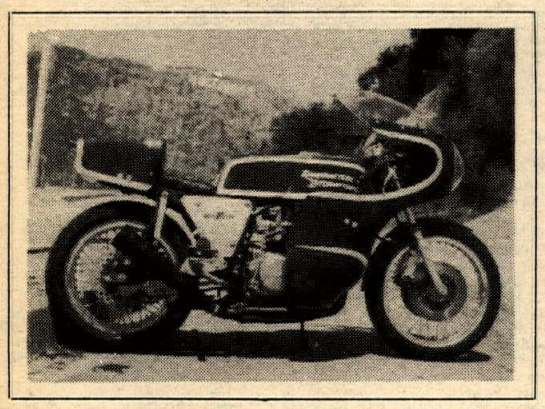
Escape by Trail Bike

Absolutely the finest book on off-road motorcycle riding techniques ever offered. Bill Brokaw, Expert rider, tells how to ride the hard stuff, easy. Illustrated latest edition. **only $3.75**



Two-stroke tuner's handbook

by Gordon Jennings explains clearly and in great detail how and why a 2-cycle engine works and how to make it work better. Includes how to design and build racing expansion chambers to your engine's specs. Lavishly illustrated. **$5**



HANGUP - GUARANTEED

CAFE HONDA with Hollywood Hills signs in background. 1½ x 2', full color, matte finish. Mailed in tube. ~~$2.75~~

$1.50

Mail order is fun. Send check or money order to
Cycle News Products, Box 498, Long Beach, CA 90801

RUSH ORDER BLANK

Please rush me the items I have checked below. I am enclosing a check or money order for total price plus 50 cents shipping. (California residents please add 6% sales tax.)

[ ] How to Win Motocross $6.00
[ ] Motorcycle tuning for performance 6.00
[ ] How to ride Observed Trials 6.00
[ ] The Boonie Book 6.00
[ ] Escape by Trail Bike 3.75
[ ] Two-stroke tuner's handbook 5.00
[ ] Cafe Honda poster ..... ~~2.75~~ $1.50

Name _____

Address _____

City _____ State _____ Zip _____

Allow 4 weeks for delivery.
ADDRESS:
Cycle News Products, Box 498, Long Beach, CA 90801

RUSH RUSH RUSH

RESULTS

CRC Motocross
Valley Cycle Park
Moorpark, Calif.
May 11, 1975
By "G.J."

MINI BEG
John Langhammer Hon
Nene Sena Ind
MINI NOV
Tony Barbacovi Hon
Butch Roberts Yam
MINI INT
Steve Wade Yam
Dallas Rebello Hon
MINI EX
Jerry Little Hon
MINI +14
Teri Mench Hon
100 BEG
Steve Richard Suz
Kevin Collins Yam
Craig Thompson Suz
100 NOV
Gene Howard Suz
Jeff Warner Hod
Jim Weeks Hod
125 BEG -16
Mark Amendola Suz
Fred Caldwell Hon
Rik Nielson Hon
125 BEG
Eric Hill Hon
Richard Arnold Suz
Dennis Schlegel Hon
125 NOV -16
Greg Draskovich Yam
Donald Draskovich Hon
125 NOV
Gary Scheidler Yam
Stan Franks Hon
Richard Barron —
250 BEG -16
Bill Jewell Bul
Frank Benavidez Kaw
Tony Becker Bul
250 BEG
Robin Federmeyer Mai
Gary Taylor Hus
Al Ross CZ
250 NOV
Jim Webb Yam
Ron Hornaday CZ
Dave Roark Bul
OPEN BEG
Steven Collins Mai
OPEN NOV
David Stephens Bul
Gregory Griffin Mai
Joe Brown CZ
VETS
L.G. Hearn Yam
Joe Brown CZ
Dick Yeats Kaw
125 INT
Andy Northrup Hon
Skip Rueter Hon
125 EX
Steve Potts Hon
Bob Garrabrant Hon
Richard Williams Hon
OPEN INT
Bud Lewis Hus
Bill Hagen CZ
OPEN EX
Randy Berkeley Mai
Mark White Hus
Clint Smith Mai

Lucky 13 MX Series
Puyallup, Wash.
May 9, 1975
By Sue Sykes

MINI SUPER
John Christian Jr.
MINI A
Dan Bunger
Bill Rowland
MINI B
Perrish Anderson
Andy Yarrington
Tom Ford
100 A
Mark Luchini
Pat Jacobson
100 B
Brad Hoyt
100 C
Gerry Loney
Bob Hall
Scott Matthew
125 A
Gary Racca
Bill Joyce
Gary Potts
125 B
Marvin Sykes
Dan Hayes
Don Hendrickson
125 C
Ed Josties
Mark Hansen
Greg Doyle
200
Mike Allison
250 A
Rick Weidman
250 B
Bob White
Jeff Hansen
Frank Pietromonace
250 C
Talmon Hall
OPEN A
Eugene Tom
OPEN B
Mike Osmonsvich
Bill McCabe
OPEN C
Kevin Collins
Jerald Justis

Hillclimb
World Championship
Sportsman Class
Sunnymead, Calif.
May 10, 1975
By Ann Powell

MINIS
Steve Stith Hon
Jeff Kenyon Yam
100
Brian Collier Yam
Mike Shea Kaw
125
Tom Turner Hon
John Carson Hon
Gary Hall Bul
175
Carl Collier Yam
Jim Collier Yam
250
Ian Nascimento Yam
John Carson Hon
Jim Collier Yam
Brett Tilly Oss
360
Craig Mock Yam
Gary Peterson Yam
400
Roger Kiefer Yam
Kerry Peterson Mai
450
Ron True Kaw
Chuck Peterson Mai
500
Ed Shaver Yam
Ken Duttweiler Yam
George Sauer BSA
650
Jeff Faria Tri
Vince Bertolucci Tri
Rich Sousa Tri
Bruce Kunzler Tri
OPEN
Ron True Nor
Mel Kimball Hon
Robert Terrell Trii

Gold Coast MC
Sand Dunes Scrambles
Coos Bay, Ore.
May 4, 1975

125
Johnny Everett
Ken Humbert
Steve Hartley
200
John Watson
Greg Nordahl
Mark Ingersol
250
Dennis Buckles
Art Claasen
Rusty Young
OPEN
Jay Darlington
David Mathews
Bob Everett
OVERALL
Dennis Buckles
Jay Darlington
Art Claasen
John Watson

395 Cycle Park
Adelanto, Calif.
May 11, 1975
By Phil Carpenter

OPEN A/E
Don Simonian CZ
Mark Clayton YZ
Karl Wilson Suz
250 A/E
Steve Jackson Yam
Gale Taylor YZ
Howard Meyer Yam
125 A/E
Tyrone Brown Suz
John Dial Yam
Nick Ross Hon
100 NOV
Doug Shane FMF
Eddie Solinas Yam
Kevin Garlick Suz
100 BEG
Kevin LeFebure Suz
Rick Guilmette Suz
Lance Krig Suz
125 NOV
Richard Hernandez Suz
Charlie Mazzei Suz
Don McNeilly Hon
125 BEG
Jerry Speas Yam
Mark Haines Suz
Don Westbay Hon
250 NOV
Monty Blurton CZ
Ernie Jimenez YZ
Mark McAlpin YZ
250 BEG
Rick Longyear Yam
Steve Metzler CZ
Keith Cochran Yam
OPEN NOV
Jack Boone Yam
Geoffrey Winkel Yam
Don Blurton CZ
OLD TIMERS
Tim Binns Hon
David Carpenter Yam
MINI NOV ALL AGES
Allan Hopper Yam
Jeeter McAlpin YZ
Drew Jackson Hon
MINI BEG 11-14 YRS
Candido Salinas Suz
Ken Reeves Hon
Rex Lair Aps
MINI BEG 0-10 YRS
Johnny Sundquist YZ
Brad Binns Yam
Adam Golan Hon

NMA
Indian Dunes
Valencia, Calif.
May 9, 1975
By C. Whiting

PEEWEE BEG
R. Smith Ind
K. Stiles Ind
PEE WEE NOV
M. Giem Ind
PEE WEE EX
K. Kossuth Ind
0-83-M/E 9-11 yrs
A.J. Whiting Yam
Rex Smith Jr Yam
JR CYCLES M 6-8 yrs
R. Stiles Hon
M. Koemans Hon
JR CYCLES M9-11 YR
R. Dickinson Hon
0-83 M/N 9-11 YR
D. Best Jr Yam
E. Kehoe Yam

0-83 M/N 9-11YR
B. Reynolds Yam
J. Neubauer Hon
0-83 M/E 12&OVER
J. Holley Hon
B. Jones Hon
0-83 M/E 12&OVER
R. Shafer Hon
C. Hackman Yam
JR CYCLE STK
M. Koemans Ind
M. Dunlap Hon
0-83 S/N 9-11 YR
M. Tomaselli Yam
S. Ryan Yam
B. Reynolds Yam
0-83 STK 6-8 YR
R. Hemme Yam
0-83 STK OPEN BEG
R. Royval Yam
T. Rush Yam
0-83 S/N 12& OVER
T. Smith Yam
R. Dasalla Hon
0-83 S/E 12& OVER
Rex Smith Jr Yam
C. Heisser Yam
0-83 S/N 12& OVER
G. Doyle Yam
A. DeWitt Yam
0-110 OPEN
C. Heisser Yam
Matt Whiting Yam

AME Motocross
Indian Dunes
Valencia, Calif.
May 11, 1975

MINI JR
Ty Hanway Hon
Don Best Jr Yam
Ross Perez Hon
MINI EX
Steve Schmitz Yam
Ricky Ryan Hon
110cc MINI
Scott Boek Hon
POWDER PUFF
Carmen Reichenberg FMF
OLD TIMERS
Keith Phillips CZ
Wes Sharp Hon
Barriw Hansen Hon
100 BEG
Bob Dixon Suz
Harvey Berry Jr Hon
100 JR
Tom Harper Suz
Mike Gosselar Yam
Jerry Smith Hon
100 EX
Tommy Luera FMF
125 BEG DIV I
Gary Wade Kaw
Bob Turney Hon
John Morris Hon
125 BEG DIV II
Jeff Brigham Hon
Gregory Brown —
Ed Rest Hon
125 JR DIV I
Randy Gauvin Hon
Jerry Shore Hon
Scott Faulkner Hon
125 JR DIV II
Tim Locey YZ
Lee O'Neal Hon
Keith Terrick YZ
125 INT
Mark Ruelas Hon
Kevin Kilpatrick Yam
Bobby Kline Hon
125 EX
Gary Huber Hon
Mike Pillar Hon
George Viens Hon
250 BEG
Rob Evans CZ
Vicente Martinez Mai
Allen Carlstrom Yam
250 JR
Don Sharp Mai
George Jimenez Bul
Brad McLead Bul
250 INT
Butch Wade Kaw
Craig Osborn Bul
Mike Barnett Yam
250 EX
Jeff Vidic Mai
Tom Claire Bul
Will Harper Mai
500 BEG

Bob Sigars BSA
Ray Taylor Hon
500 JR
Bob White Bul
Ned Joy CZ
Gary Colberg CZ
500 INT
Phil Flores CZ
Mike Hendrix Mai
Joe Suebert CZ
500 EX
Ron Haase Mai
Rick Salmon Mai
Jeff Blix Bul

TROPHY PICKUP

Each listing $1.00 per week. Send to Cycle News, Box 498, Long Beach, CA 90801.

Trophies for Maywood M.C.'s 2nd annual "Bull Run" available at Viewfinders G.P., May 31-June 1, in the Maywood pits. Available at 2245 Cerritos Ave., Signal Hill, Tuesday evenings, after June 1. (19/3x)

Desert M.C. Hare Scrambles Feb. 16, 1975 are now available. Call John Trani (213) 539-0031 eves for pick-up info. (18/3x)

Dirt Diggers M/C
Red Garter trophies will be at the start of the Greenhorn enduro.

AME Motocross
Indian Dunes
Valencia, Calif.
May 9, 1975

MINI JR	
Greg Torgerson	Yam
Steven Allensworth	Yam
John Drury	Yam
MINI EX	
Jim Holley	Hon
Bobby Jones	Hon
Steve Schmitz	YZ
POWDER PUFF	
Rox Ann Dougherty	Hon
OLD TIMERS	
Marvin Olson	Mai
Rene Cornell	Hon
OTHG BEG	
Beaver Ben	
Jittery John	
Baboon Bob	
OTHG NOV	
Loucious LeRoy	
Eyesore Ed	
Scabby Skip	
OTHG AM	
Jungle Joe	
Jerky John	
Creepie Chuck	
OTHG EX	
Absurd Al	
Lanky Larry	
Gorilla Gary	
100 BEG	
Alex Cofino	Suz
Wayne McKelvey	Yam
Joe Cardellio	Yam
100 JR	
Marty Desbrow	Suz
Tom Harper	Suz
Kent Bernstien	Suz
125 BEG DIV I	
Mike Hansen	Yam
John Cassity	Hon
Rick Hulsizer	Yam
125 BEG DIV II	
Scott Spence	Hon
John Morris	Hon
Angelo Cofino	Hon
125 JR	
Don Bizzy	Suz
Robert Shimp	Hon
Steve Hadley	Hin
125 INT	
Mark Hendrix	Bul
Bobby Kline	Hon
Kevin Kilpatrick	Yam
125 EX	
Mark Gambetta	Hon
Mike Pillar	Hon
Rob Rollins	Bul
250 BEG DIV I	
Rick Gardner	Bul
Neil Milner	Hon
Garret Wagner	Hus
250 BEG DIV II	
Rick Curast	Hon
Gerald Love	Oss
Dennis Clark	Hon
250 JR	
Chris Smith	Hus
Mark Funderburgh	Mai
Randy Silicato	Bul
250 INT	
Mike Boyd	Hon
Eric Shimp	CZ
Chris Mallory	CZ
250 EX	
Don Hansen	Mai
Joe Root	Oss
Eddie Cole	Bul
500 BEG	
Tom Center Jr	Yam
Steve Kelso	Mai
Paul Birchfield	Yam
500 JR	
Jim Decker	Bul
Steve Olson	CZ
Steve Stasiefski	Mai
500 INT	
Craig Robertson	Mai
500 EX	
Tom Claire	CZ
Ron Haase	Mai
Dave Haugh	Bul

DRA Tom Strong Memorial Run
Cuddeback, Calif.
May 18, 1975
By Dale Brown

OPEN EX	
Morgan Malocco	Yam
Gordon Schmid	Yam
Jamie Avels	Yam
OPEN AM	
John Dykstra	Yam
Ruben Garcia	Yam
Ken Bishop	Hus
OPEN NOV	
Pete Nelson	Yam
Pat McEvoy	Hus
Greg Kammerman	Yam
OPEN BEG	
Tony Harris	Yam
Mike Shaw	Yam
Mark Kelly	Yam
250 EX	
Dennis Greene	H-D
Phil Stumbo	CZ
Tim Ralph	Hus
250 AM	
John Steen	Yam
250 NOV	
Lew Stark	Yam
Richard Feltz	Bul
Doug Beisner	Suz
250 BEG	
Lee Sibet	Hus
David Sutton	Hus
John Wilson	Yam
0-200 EX	
Gary Praster	Hon
Monte Lee	Yam
0-200 AM	
Eric Spaeth	Hon
0-200 NOV	
Tim Plant	Yam
Fred Strong	Yam
Bill Perkins	Pen
0-200 BEG	
Mike Ostrander	Hon
Jesse Ellico III	Yam
Mike Midkiff	Suz
SR	
Leonard Jones	Bul
Skip Norton	—
George Lanyon	Hon

AMA Regional H-M
Ascot Park
Gardena, Calif.
May 16, 1975
By Bob F. Read

EXPERT FINAL	
Walt Foster	Tri
John Allison	Yam
Alex Jorgenson	Nor
John Sperry	H-D
Corky Keener	H-D
Pat McCaul	Tri
JR FINAL	
Dan McWhorter	Yam
Steve Eklund	Yam
Doug Garrison	Yam
Mark Smith	Yam
Brian Garcia	Yam
Frankie Adamo	Yam
NOV FINAL	
Vince Mead	Yam
Steve Fortune	Yam
Ted Davidson	Yam
Ricky Graham	Bul
Craig Armstrong	Yam
Don Roberts	Yam

C MC Motocross
Irwindale Rcwy.
Irwindale, Calif.
May 16, 1975
By John Bethea

MINI EX	
Lance Moorewood	Yam
Scott Phillips	Hon
Johnny Duenas	HG
MINI JR DIV I	
Robert Gray	Hon
Willy Zamora	Hon
Ron Baumgartner	Hon
MINI JR DIV II	
Chuck Okimoto	Hon
Kevin McKay	Yam
George Raymond	Hon
100 JR	
Glenn Fetters	Suz
Rick Zamora	Yam
Ray Barros	Yam
125 JR DIV I	
Greg Romero	Hon
Ed Marshall	Hon
Pat Orescanin	Hon
125 JR DIV II	
Don Miller	Hon
Steve Wagner	Hon
Gary Jakob	Hon
125 JR DIV III	
Gary Pendleton	Hon
Kai Medlin	Hon
Tim Collister	Hon
250 JR	
Dennis Brown	Yam
Mark Neal	Hon
George Crezee	Yam
500 JR	
Terry Hindson	CZ
Troy Powell	Yam
Jeff Miller	Bul
125 INT DIV I	
Dan Hendricks	Hon
Arden Hadley	Hon
Lance Bryson	Hon
125 INT DIV II	
Tracy Freeland	Hon
Steve Glatts	Hon
Lance Moorewood	Yam
250 INT	
Steve Brady	Mai
Danny Welsh	Yam
Bill Chapin	Mai
500 INT	
Mark Kiefer	Mai
Kirk Benke	Bul
Steve Skinner	Mai
125 PRO	
Don Bongiorno	Hon
Dave Pessy	Hon
Rob Zamora	Hon
250 PRO	
Val Tamietti	Mai
Dave Pessy	Mon
Jeff Vidic	Mai
500 PRO	
Bill Rubly	Mai
Curtis Lessel	Mai
Robert Hannah	Yam

CMC Motocross
Irvine, Calif.
May 18, 1975
By Andy Hayt

MINI EX	
Rick Atkins	Hon
MINI JR	
Mark Guinto	CRT
Gary Tomlin	Hon
Mike Fratta	Hon
100 JR	
B. Knight	JB
Tony Gomez	Yam
Rick Hall	Yam
500 PRO	
Rex Staten	CZ
Jim West	Mai
Bob Hannah	Yam
Jon Durhammer	Mai
Gary Semica	Kaw
500 INT	
Rick Larson	Mai
Mark Kiefer	Mai
Mark McNulty	Yam
500 JR	
J. Hormuth	Hus
R. Labgold	Mai
J. Clark	CZ
250 PROS	
Marty Smith	Hon
Dave Pessy	Mon
Val Tamietti	Mai
Jeff Jennings	Bul

R.A.C.E. Motocross
Corona Rcwy.
Corona, Calif.
May 9, 1975

MINI CYCLES	
Bobby Hart	Hon
Lindley Kistler	Hon
Jim Privett	Hon
100 JR	
Bobby Hart	Hon
Stan Mendell	Yam
James Baker	Suz
125 JR	
David Oller	Hon
David Peterson	Hon
Jeff Bockelman	Hon
125 INT	
Randy Kimbrough	Hon
Albert Voto	Hon
250 JR	
Mike Roach	Kaw
Chris Valencia	Yam
Tim Ralph	Hus
250 INT	
Mark Clayton	YZ
Birdie Greenberg	Yam
Corky Stevens	Hus
500 JR	
Thom Miller	CZ
Bo Herren	Yam
Fred Yeager	Hus

R.A.C.E. HSMX
Corona Rcwy.
Corona, Calif.
May 9, 1975

MINI CYCLES	
Harlan Kistler	N.D.
Mark Moore	A.L.
Steve Mott	N.V.
MINI CYCLE SR	
Brent Orton	A.L.
Paul Ballow	Arl.
Robt. Edmison	A.L.
POWDER PUFF	
Debbie Edmondson	N.V.
Debbie Gudde	N.D.
Mary Hergenreder	Arl.
100 NOV	
Ed Hubler	N.V.
Harlan Kistler	N.D.
Calvin Boddy	A.L.
100 INT	
David Jones	L.S.
Rod Anderson	Arl.
Paul Ballow	Arl.
100 SR	
Jerry Fringer	N.V.
Victor Jimeniz	N.V.
125 NOV	
David Jones	L.S.
Bart Onasch	L.S.
Joe Feld	A.L.
125 INT	
George Forte	N.V.
Jackson Kistler	N.D.
Marty Wolford	Arl.
125 SR	
Jim Lowe	A.L.
Jerri Fringer	N.V.
Paul Townsend	N.V.
175 NOV	
Jeff Middleton	N.V.
Lambert Vandertuig	N.D.
Richard Apodaca	Arl.
175 SR	
George Forte	N.V.
Jackson Kistler	N.D.
Marty Wolford	Arl.
250 NOV	
Brian Garrow	A.L.
Steve Ellington	A.L.
Dale Wilczynski	N.V.
250 INT	
Rod Anderson	Arl.
Bruce D'Elia	Arl.
Kevin Nemire	N.V.
250 SR	
Joe Baldivia	A.L.
Matt Klohn	N.V.
500 NOV	
Mark Rawley	Arl.
Dale Wilczynski	N.V.
Curt Logan	L.S.
500 SR	
Matt Klohn	N.V.
Kevin Nemire	N.V.
Phil Meyer	N.V.
Mike Tripes	CZ
250 INT DIV I	
Dan Welsh	Yam
Mike Huddleson	DMG
Greg Bebeck	DMG
250 INT DIV II	
Tamali Smith	Kaw
Steve Rhyan	Mai
Larry Lutz	Hon
250 JR DIV I	
Tim Tolan	CZ
Greg Youngblood	Can
Rick Watson	Mai
250 JR DIV II	
John Wolfiinbarger	Yam
Rick Rasmusson	Hus
J. Newman	Bul
125 PRO	
Bruce McDougal	Yam
Dave Williams	Yam
Marty Smith	Hon
Mark Tyer	Yam
Bob Stem	Yam
125 INT DIV I	
Peter Wanket	Hon
Brad Sherrill	Hon
Dave Winters	Hon
125 JR DIV I	
Todd Gindraus	Hon
Tony Gomez	Yam
John Grise	Hon
125 JR DIV II	
Corki Moore	Suz
Jon Lewey	Hon
Ty Richey	Yam

Hillclimb
World Championship
Sunnymead, Calif.
May 11, 1975
By Ann Powell

0-250 CLASS	
Doug Hall	Bul
Wes Evans	Bul
Jim True	Oss
Kerry Peterson	Mon
Gary Peterson	Yam
250-501 CLASS	
Vince Bertolucci	Tri
Manuel Caruso	Hon
Wes Evans	Suz
Ron Thompson	Yam
Lee Dugas	Hon
502-OPEN CLASS	
Jim True	H-D
Ron True	Nor
Ed Shaver	H-D
Neal Mackel	Tri
Steve Picatti	Tri

S.I.R. Night MX
Kent, Wash.
May 7, 1975
By Sue Sykes

MINI SUPER	
Gary Watson	Ste
MINI A	
Eric Eaton	Hon
Ward Zeiler	Hon
MINI B	
Mark Anderson	Hon
100 A	
Bret Rochester	Hon
100 C	
Jeff Walters	—
Don Peterson	—
125 A	
Steve Nolen	Hon
Gary Potts	Suz
Gary Racca	Hon
125 B	
Marvin Sykes	Hon
Grant Covey	Hon
Terry Haakenson	Hon
125 C	
Mark Hansen	Hon
Terry Wrate	Hon
Ric Dittman	Yam
200	
Mike Allison	Yam
250 A	
Bob Boock	Yam
Dave Bachmeier	Pen
Tom Peterson	CZ
OPEN A	
Duane Zeigler	Mai
Richard Johnson	Yam
Eugene Tom	Mai

AFM Road Race
Riverside Rcwy.
Riverside, Calif.
May 18, 1975
By Max Sneed

125 PROD	
John Ulrich	DKW
Virginia Aldrich	Yam
Jim Lester	Yam
200 PROD	
John Chermak	Yam
Steve McKennan	Yam
Mel Richins	Hon
250 PROD	
Wally Karpynec	Suz
Dain Gingerelli	Yam
Ron Hlarka	Yam
350 PROD	
Scott Clough	Yam
Dale McCreary	Yam
Bill Henry	Yam
500 PROD	
Gerald Elkin	Hon
Scott Clough	Hon
Larry Cochran	Kaw
750 PROD	
Cook Neilson	Duc
Tony Murphy	Lav
Jeff Steele	Hon
OPEN PROD	
Reg Pridmore	BMW
Bob Endicott	Kaw
Lance Weil	Lav
SUPERSTREET	
Mike Parriott	Kaw
Keith Code	Lav
Quentin Hogan	Kaw
CAFE	
Dan Thongs	—
Wayne Lougee	—
Ken Milani	—
50 GP	
Doug Stanton	Ind
Mario Caldato Jr	Ita
Jim Ahrend	Ita
100 GP	
Bob Brooks	Kaw
Flem Juliussen	Kaw
Phil Bateman	Suz
125 GP	
Randy Mamola	Yam
Dan Spisak	Yam
Al Nowocinski	Yam
200 GP	
Don MacMullen	Hon
Joel Breaut	Kaw
Henri Goodman	Kaw
250 GP	
Wes Cooley	Yam
Jim Evans	Kaw
Harry Klinzmann	Yam
350 GP	
Harry Klinzmann (others under protest)	Yam
OPEN GP	
Wes Cooley	Yam
Marty Lunde	Yam
Pat Hennen	Suz
SIDECARS	
McNeal/Kerly	Kaw
Lougee/Doe	Hon
Wright/Gallagher	—

ROUTE CHECK

Hacienda Hghts. to Excape Country
I have a Kawasaki KX 125 and need a ride. Will split gas. I will also race at other tracks. Call Dan (213) 336-5314. (14/4x)

Hermosa Beach to CMC MX races
Can carry two other bikes and riders to any CMC MX race in my van. Would like to split gas expenses and or trade off rides. Ask for Steve at (213) 379-3023 or (213) 530-1789. (14/4x)

Fort Lewis to Aberdean or ?
I have a 250cc Ossa and would like to race it up here! Race flat track and if you could give me a ride to the races I would split gas cost. Timothy (206) 967-2357. (15/4x)

Huntington Bch. to CMC races
Can carry 3 bikes in my van. Would like to share rides or split gas, especially to Carlsbad. Ask for Rick (714) 536-7747. (16/2x)

Circle area Long Beach
Rider 35, needs ride to MX practice or ? Have 250 Kaw, will pay gas. Evenings after 5 (213) 433-5429. Norm. (16/3x)

Arcadia to CMC and S.A.M. races
Ride 250 Jr. class, can take one other bike. Split gas or trade rides. Ask for Dan (213) 445-2378. (16/2x)

Pomona to desert or parks
I have a 125 Honda and 750 Triumph. Am looking for play riding partners. Like to go FAST. Girls especially welcome. Tom (714) 623-2267. (17/3x)

San Gabriel-Montebello to enduros
Rider, 29, can carry 1-2 bikes and riders to desert enduros. Have 250 Husky. Bill (213) 289-4905. (18/4x)

San Felipe, Mexico, Memorial weekend
Room for 3 more. Share gas, beer, etc. Bill Ladd, c/o 1537 H Street, Ramona, California 92065. (18/3x)

Northridge to D-37 desert
Can carry one bike and rider to Hare and Hound meets. Will split gas expense or trade rides. Jim on Maico (213) 996-0777. (19/3x)

RTMC Motocross
Carlsbad, Calif.
May 17, 1975
By Hidden Images

MINI	
Mike Fratta	Hon
Mark Guinto	Yam
Ralph Longo	Yam
100 JR	
Tommy Higgins	Suz
125 JR	
Ray Miller	Hon
Mark True	Hon
David Gomez	Hon
125 INT	
Ron Laffranchi	Yam
Byron Barton	Hon
Steve Lutz	Hon
250 JR	
Larry Fossett	CZ
Ron Tickner	Bul
Mark McHenry	Bul
250 INT	
Ed Armstrong	Hus
Steve Zoumaros	Mai
Dino Smapo	Bul
500 JR	
Mike Gourdeau	Mai
Harold Ayersman	CZ
Vince Palazzo	Yam
PROS	
John Smith	CZ
Broc Glover	Hon
Tony Wanket	Hon

Super Bowl Qual.
Carlsbad, Calif.
May 17, 1975
By Hidden Images

125 JR	
Dan Schramm	Hon
Val Deilgat	Hon
Jim Burton	Suz
100 JR	
Danny Dilkey	Suz
125 EX	
Broc Glover	Hon
Tony Wanket	Hon
250 JR	
Jeff Wenzel	Mai
Vince Kreizinger	Hon
250 EX	
John Smith	CZ

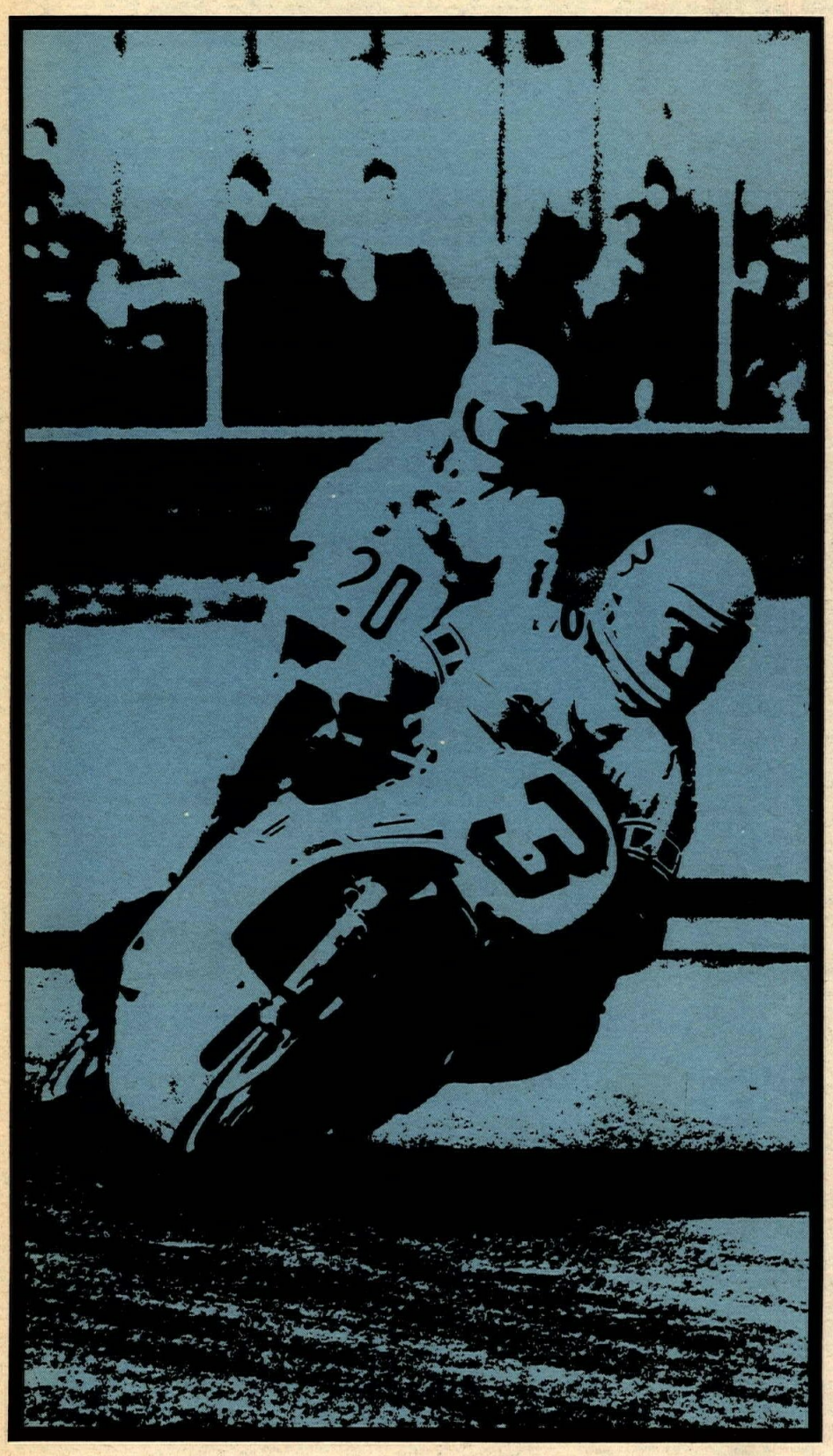
TT Scrambles
Sidewinder Speedway
Kingman, Ariz.
May 11, 1975
By Sandi Martin

MINI 50cc	
Bob Jordon	Hon
James Williams	Hon
David Huggins	Hon
MINI NOV I	
Steve Stidham	Yam
Tom Freeland	Yam
Curtis Freeland	Yam
MINI NOV II	
Michael Welch	Hon
Ray Dean	Yam
Bryan Schill	Hon
MINI EX	
Troy Fitch	Yam
John Harshman	Hon
David Maynard	Hon
100 NOV	
Nathan Deerong	Hon
Russell Wright	Yam
Troy Ritch	Yam
125 NOV	
Johnny Wells	Hon
John Williams	Hon
Wayne Smith	Hon
125 AM	
Craig Martin	Hon
Mike Hanna	Hon
125 EX	
Tom Webster	Hon
Jimmy Yell	Hon
Randy Sutton	Hon
250 NOV	
Chris Brown	Yam
Bruce Adams	Yam
Jim McFerrin	Hon
250 AM	
Mark Sutton	Bul
Jack Williams	Hon
Pat Krush	Hon
250 EX	
Steve Simpson	Bul
Rusty Hancock	Bul
Jimmy Yell	Hon
OPEN NOV	
James Huggins	Yam
Alan Thomas	Yam
Robert Walton	Yam
OPEN EX	
Rick Williams	Bul
Tom Jones	Tri
Jay Wiley	Rok

Dual Hare Scrambles
Greyhounds MC
Ponderosa, Calif.
May 4, 1975
By Jim Bissner

FIRST OVERALL	
Gary Stammen	Yam
OPEN	
Mark Widick	Yam
Tom Widick	Yam
Charlie Morris	Bul
D. Brown	Yam
Dave Wilson	Bul
125/175	
Bill Childers	Suz
L. Mullen	Bul
M. Manley	Hod
J. Barnes	Bul
100	
J. Jesseph	Hon
D. Redcher	Hod
M. Krevtzer	Hod
RACE II	
FIRST OVERALL	
Monte Lee	Yam
OPEN	
Dave Wilson	Bul
J. Johnson	Hus
F. Force	Yam
125/175	
Bill Childers	Suz
L. Mullen	Bul
M. Manley	Hod
100	
G. Guiles	Hod
L. Gonzales	Suz

AMA outlines new road race program



WESTERVILLE, OHIO, MAY 12

Acting on proposals which resulted from several months of intensive investigation, the Professional Rules Committee of the

American Motorcycle Association has passed major rule changes intended to strengthen motorcycle road racing in America.

The committee, which consists of AMA professional racers, promoters, manufacturers' representatives, referees and AMA staff, met in Columbus, Ohio, on May 6-7. Its actions are effective January 1, 1976, unless overruled or implimented immediately by vote of the AMA Board of Trustees.

Highlights of the new AMA road race program include elimination of the Junior class and increased emphasis on lightweight racing for Expert riders, establishment of a U.S. Road Race Championship independent of the present Grand National format and the availability of a wider variety of events for the promoters, including:

—Combined Professional/Amateur (Pro-Am) programs with purses of $1,500 and up

—Professional events with purses of $2,500 to $10,000

—U.S. Road Race Championship events with three classes and a minimum purse of $10,000

—Combined Grand National and international events with three classes and with international sanctions available for both Lightweight and Heavyweight classes and purses begin at $25,000.

AMA Competition Director and Pro Rules Committees chairman Bill Boyce cites four major advantages of the new program, including 1) encouragement of new and existing promoters through the variety of race packages available 2) encouragement of the future of international road racing in America through availability of international sanctions for lightweight events 3) well-deserved and long-overdue recognition of road racing specialists who do not compete in dirt track events and thus have no real chance for a Grand National title and 4) preservation of the unique nature of Grand National (Camel Pro Series) racing, which requires that riders excel on five different types of tracks.

The following is a more detailed outline of the new AMA road racing package passed by the Professional Rules Committee.

I. Equipment

Competition will be on lightweight, heavyweight or production motorcycles.

1. Lightweights will include maximum 250cc for all multi-cylinder two-strokes and maximum 360cc for all other types of engines.

2. Heavyweight equipment includes a maximum of 750cc for all machines, with a minimum of 251cc for multi-cylinder two-strokes and a minimum of 361cc for all other types.

3. Production equipment classes will be by supplementary regulations.

II. Rider classification

Beginning in 1976, the Junior class will be eliminated.

1. All current AMA Juniors will either advance to Expert or revert to Novice after the 1975 season.

2. 1975 Juniors who earn required advancement points must advance to Expert and will be eligible for both lightweight and heavyweight competition.

3. 1975 Juniors who compete on heavyweight equipment in at least two AMA professional road races in 1975 may advance to Expert in 1976 and be eligible for competition in both Lightweight and Heavyweight classes, or they may revert to the Novice class.

4. 1975 Juniors who do not compete on heavyweight equipment in at least two AMA professional road races in 1975 may either advance to Expert in 1976 with a restriction to lightweight equipment or may revert to Novice.

5. Any 1975 Junior who does not earn required advancement points and does not win his class at a 1975 National may revert to Novice for 1976.

6. Novice and Junior riders who win their class at a 1975 National must advance to Expert in 1976. Novices who advance in this manner will be limited to lightweight equipment for one year. Juniors who advance in this manner may ride both lightweight and heavyweight equipment in 1976.

Future advancement

1. Novice riders must earn 20 advancement points in 1975 to become Experts in 1976. Beginning with the 1976 season, 40 advancement points will be required for Novices to advance to the Expert class.

2. All first-year Experts (except 1975 Juniors who qualify under one of the above guidelines) will be limited to lightweight equipment.

III. Types of AMA-sanctioned road race meets

Pro-Am meets

1. Sanctioned with professional purses of $1,500-10,000.

2. Amateurs race for trophies only.

3. Novices will race lightweight equipment for $500 or one-third of the purse.

4. Experts will race in either a Lightweight or a Heavyweight class for $1,000 or two-thirds of the purse.

Professional meets

1. Sanctioned with purses from $2,500-10,000.

2. Three pro classes will be run:
Novice Lighweight — $500 or 20% of purse
Expert Lightweight — $1000 or 40% of purse
Expert Heavyweight — $1000 or 40% of purse

3. Amateur classes may be added at promoter's option.

U.S. Road Race Championship events

1. Single U.S. Road Race Championship events will be sanctioned with a purse of at least $10,000 and three classes:
Novice Lightweight — $1,000 or 10% of purse
Expert Support — $2,000 or 20% of purse
Expert U.S. Championship — $700 or 70% of purse
U.S. Championship class may be either Lightweight or Heavyweight, opposite class designated support.

2. Dual U.S. Road Race Championship events will be sanctioned with a purse of at least $15,000 and 3 classes:
Novice Lightweight — $1,000 or six percent of purse
Lightweight U.S. Championship — $7,000 or 47% of purse
Heavyweight U.S. Championship — $7,000 or 47% of purse
(U.S. Championship classes both restricted to Experts)

National/International events

1. Single National/International events will be sanctioned with a minimum purse of $25,000 and three classes:
Novice Lightweight — $1,000 or four percent of purse
Expert Support — $6,000 or 24% of purse
Expert International — $18,000 or 72% of purse
(International class may be either Lightweight or Heavyweight opposite class designated support.)

2. Dual National/International events will be sanctioned with a minimum purse of $35,000 and three classes:
Novice Lightweight — $1,000 and up
International Lightweight — $16,000 and up
International Heavyweight — $18,000 and up

Additional important points

1. Production class races may be added to any of the above meets with the addition of $500 minimum in purse per class.

2. U.S. Road Racing Championship points will be paid in the U.S. Championship class at all U.S. Road Racing Championship meets and in the international classes at all National/International meets.

3. National points will be paid to international classes at Grand National/International meets.

4. U.S. Road Race Champions will be named in both Lightweight and Heavyweight classes. •

Opinion

(Continued from page 32)

be from 9:30 to 3:30 May 29 in Room B-103 of the Engineering and Finance Annex, 400 Civic Center Drive, Santa Ana. Yes, it's the wrong time of day if you work day shift, and yes, it favors the posey-sniffers who can pack the gallery with students and retirees. There was a certain amount of hell raised about it, so we may get some night sessions in the future. Meanwhile, if you can get to this one, come watch Joe work for us, and be prepared to support him with *facts*, not noise.

Facts, where to find them

At both these forestry meetings, Cycle News' reporter presented two sets of documents for the planners' files. One set was generated through the individual efforts of Ron Sprayberry of Bakersfield P.I.T.S., contains a model special use plan and a highly favorable report on the environmental impact of trials riding (mostly nil) generated by the foresters in the Greenhorn Pass area. The other set was the results of a sound test conducted with Forestry personnel by the AMA. Again, the impact is favorable.

The lesson here is that the kind of hard, documented facts that government will accept come from a 50-50 source, individuals and organizations. The kind of work that the AMA, M.O.R.E., and the Motorcycle Safety Foundation can do takes money, and the end results are worth it. The Motorcycle Safety Foundation is funded by the industry and is in pretty good shape. M.O.R.E. makes it on donations alone and has to constantly scramble. AMA is capable of doing some good solid work, one project at a time. AMA's legislative people are top drawer, and often appear to be several places at once. Still, there are four of them when there should be fifty, and none of them walks on water.

As an individual, if you know something useful, put it in writing. Then let other bikers know how to get copies of what you've done. Use your M.O.R.E. regional office (in SoCal, 1523 Fifth Street, San Fernando) to meet others working on the same problem.

Summary

So far, we still haven't touched on the BLM hassles. National Wildlife Federation has apparently won a suit ordering the Bureau to limit ORV use, but the Bureau still doesn't know what they're supposed to do or how, as the ruling was made in Washington, D.C. by a District court. It's unclear if that judge's jurisdiction even affects California.

Closer to home is a similar suit by the Sierra Club/EDF crew that goes to final argument May 12, in Los Angeles Federal Court. A decision is due this summer.

What it adds up to on all fronts is a giant meat-grinder called "government" that gobbles up good people and scarce time in wholesale lots, just to stay on top of the situation. Staying with it requires endurance, dedication, downright stubbornness of each of us who rides. It also takes support for our organizations. Personal effort and organization – it takes both. One without the other is useless. We can go to meetings and write letters until we're burnt out, but without the facts, the ammunition that AMA, M.O.R.E., and MSF can generate for us, we're shouting in the wind. By the same token, the most professional research/reporting in the world is useless without the grunt volunteers who will hand-carry it to the meetings and stuff it down the environmentalists' throats. It's like a war. Staff and line troops. One can't fight without the other.

One final thought. AMA funds its work now with dues from 150,000 members at $6 to $10 a head. There are 10 times that number of riders in California alone, and there's work to be done. If you don't want to do it yourself, you'd better climb off your wallet once a year.

Lane Campbell

Sun

Competition Alloy Rims From Hi-Point

The newest and finest shoulderless alloy rims for all popular competition cycles for the winning edge . . .

SUN RIMS EXTRA SPECIAL FEATURES

1. Shoulderless rim design keeps mud from building up.
2. All rims have "Drilled and Recessed" spoke holes. This makes for superior strength with no spoke dimples.
3. All rims are stress-relieved and trued up perfectly. Requires less spoke maintenance.
4. All rims are drilled with holes to accept special security pins. They also have holes for security bolts.
5. Manufactured by Sun using America's finest alloys.

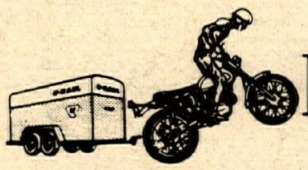
NOW AVAILABLE FOR THESE CYCLES

PENTON ✱ SUZUKI ✱ HONDA ✱ YAMAHA
OSSA ✱ RICKMAN ✱ TRIUMPH ✱ CAN-AM
HUSQVARNA ✱ BULTACO ✱ ROKON
CZ ✱ MAICO

Being used by the worlds best in G.P. Moto-Cross . . . National Enduro . . . ISDT Trials . . . Cross Country . . .

Distributed by Hi-Point Oils & Accessories
Dealer Inquiries Invited for Sun Rims

Sun Rims are available at your Hi-Point dealers now. For free 56 page catalog on our complete line of competition products, enclose 50¢ for postage to Hi-Point, 3709 West Erie Ave., Lorain, Ohio 44053.



moving?

Well, HOT DOG! That means you've got another coupon to fill out. After all, we have to send your Cycle News somewhere and what better place than your new address? So don't delay, do it today.

Fill out and mail to: Cycle News, P.O. Box 498, Long Beach, CA 90801

old address

You may stick on your mailing label here.

name _____

address _____

city _____

state _____ zip _____

new address

name _____

address _____

city _____

state _____ zip _____

SUPERBOWL

qualifying at

ESCAPE COUNTRY

Top riders will represent Escape Country in the Support Class at the Superbowl

- All Open Experts can enter
- Qualifying to be held Sunday, May 25, June 1, June 15
- Finals on June 29

A record motorcycle jump featuring Kenny Ward and his winged motorcycle

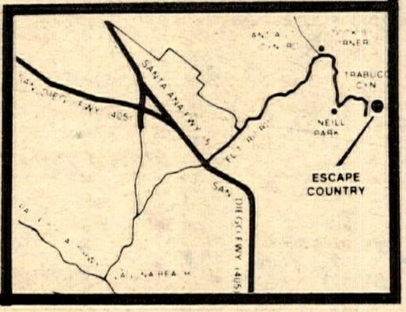
Sunday, June 1
Sunday, June 15

For specific details call 714-586-7964

ESCAPE COUNTRY

$1000 purses

May 25 & June 29



Corona Raceway
Southern California
High School MX Championship

Sunday June 1

over $3,000 in prizes and awards

grand prize
Honda Elsinore
125

Classes eligible for Honda Elsinore 100 Nov. Sr., 125 Nov. Int. Sr., 250 Nov. Sr. Gates open 7:00 AM, Practice 8:00 AM, Races 9:00 AM. Mail entry $7.00, Post entry $12.00, Gate $2.00. Mail entry closes May 26. Beg-Nov-Int-Sr-PP. Mail notarized entry & $7.00 to:
High School Motocross
PO Box 7128, Riverside, CA 92503
Individual points & team points, silencers required.
30% trophies plus team trophy
entries at shops or call raceway
info: 714–735-1705 714-689-1913

Ride With The Best

Continental Moto-Sport Club

1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30
2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9

EVERY FRIDAY - SOUTH BAY SPEEDWAY
ALL 5th SUNDAYS - SADDLEBACK
EVERY FRIDAY NIGHT - IRWINDALE
EVERY WEDNESDAY - ASCOT

CMC LICENSE REQUIRED $7.00 PER YEAR
$3000.00 MEDICAL INSURANCE
CMC NO.1 RECEIVES NEW VAN!!

CMC Box 1402
Costa Mesa, Ca.
(714) 557-3323 MON-FRI 10am-3pm **92626**

VALLEY CYCLE PARK
MOTOCROSS
EVERY SAT. & SUN.
Filmore Frwy. (Hwy 23)
at Tierra Rejada Rd. Exit.
MOORPARK (805) 529-9546
Bike Rentals Trail Riding

Stumpjumper M.C.
Hare and Hound
May 25
9:00 AM start, limed from Lucerne Valley, 2 40 mile loops, pie plates OK. District 37 Points and AMA sanctioned.
2nd annual Tug-O-War
Sat. night 8:00 PM
Entry fee 1 (one) 6 Pak.
8 man team—winner takes all beer
info: 714-525-1082

REGULARLY SCHEDULED EVENTS

This section is now a free calendar service. To list your regularly-scheduled event, use the Free Calendar Listing blank on these pages, fill it in completely and be sure to earmark it for "Regularly Scheduled Events." Your event will automatically appear in this section every week until cancelled. Listings and cancellations should be addressed to the Calendar Editor.

"On Any Sunday"

MOTOCROSS
Valley Cycle Park, Hwy 23 & Tierra Rejada Rd., So. of Moorpark, CA. All classes, sil. rqd. See indiv. date for details. 805/529-9546.

MOTOCROSS
Escape Country, Trabuco Cyn, CA. San Diego Fwy. El Toro exit, E 13 mi. First day thru Open classes. Memb. req. Open 7 am, race 9. 714/586-7964.

BICYCLE MX
Western Sports A-RAMA on Linclon btwn. Glassell & Batavia in City of Orange. Lincoln turnoff W on Newport Fwy; Glassell turnoff S on Riverside Fwy. No age limit. Start 9:30 am. Entry $2.50, discount card avail. 714/998-6373, 998-3535.

METRO MX
30th Ave. & Broadway, Phoenix, AZ. Gate open 7 am, start 9:30 am. Entry $8, Ex. $10. $1 discount, ADRA memb. 602/252-1900.

MOTOCROSS
Rawhide Park. Hwy. 74 Elsinore, CA. 714/689-0871.

2nd Sunday

SRAC/BRRMC MX
Coal Creek Rcwy., Lafayette, Colo. I-25 N out of Denver to Hwy. 7, W on 7, 4 mi. Gate is on Hwy 7. Entry $6 Ex., $4 all others. Cash to Ex. Trophies to rest. All classes, Minis thru Open. Memb. req., $15 per yr. Sign up 8 am, race 9. 303/443-0825.

1st & 3rd Sunday

CMC MX
Sand Hill Ranch. From Concord, March Creek Rd. to Camino Diablo. First ranch on Camino Diablo. First moto 9 am. Entry $8, $15 Ex. 100% p.b. to Ex. 30% trophies. 100% trophies to minis. Rt. 2, Box 143 C, Brentwood, CA 94513. 415/634-3328.

HRA TT & HALF MILE
395 Cycle Park, on Hwy 395, Adelanto, CA. Sign up 8:30-9:30 am. Entry $3 non-memb. Gate $2. No memb. req. Free camping. 25% same day brass. Sil. req. Minis to Pro. 714/246-6109.

2nd & 4th Sundays

HRA MX
395 Cycle Park, on Hwy 395, Adelanto, CA. Sign up 7:30-8:30 am. Entry $4. Gate $2. No memb. req. Free camping. 40% same day brass. High Schools scored separately for pts. trophy and perpetual trophys for all hi-desert. 714/246-6109.

NMA MOTOCROSS
Barona Oaks Park, Wildcat Cyn. Rd., Ramoni, CA. Sign up 8 am, Entry $5. 100cc 16 yr. old limit. Cal. Mini, San Diego. 714/749-0953.

4th Sunday

SRAC/BRRMC
TT or SHORT TRACK
Coal Creek Rcwy., Lafayette, Colo. I-25 N out of Denver to Hwy. 7, W on 7, 4 mi. Gate is on Hwy 7. Entry $6 Ex., $4 all others. Cash to Ex. Trophies to rest. All classes Minis thru Open. Memb. req., $15 per yr. Sign up 8 am, race 11. 303/443-0825.

MOTOCROSS
De Anza Park, E of Riverside, CA on Hwy. 60, Theodore exit. Sign up 7:30 am, race 9. 714/735-1301, 653-2633.

2nd, 3rd & 4th Sun.

ATLANTIS PARK
Atlantis Park, Garden Grove, CA. Btwn. Magnolia & Brookhurst in GG. No memb. fee, no gate fee. $4 per entry. 83cc max. Sign up 8:30-9:30 am. 714/839-2539.

1st & 3rd Mondays

SIDE HACK ASSN. MEETING
Samoa House, 15903 Ventura Blvd., Encino, CA. Start 8:30 pm. Meet lots of people & have lots of fun. For more info. 213/784-1517.

Every Monday Nite

S.A.M. HSMX
Ascot Park, Gardena, CA. Gate open 5 pm, prac. 6, race 7:30. Qualifiers for HSMX Championship in L.A. Coliseum. Entry $5. 18300 S. Vermont, Gardena, CA 90247. 213/321-8859, 321-8863.

Every Tuesday

AMA AMATEUR HALF MILE
Ascot Park, Gardena, CA. [illegible] nt, G[illegible] ing st [illegible] For info call. 213/321-1610, 323-9710.
[POSTPHONED TILL MAY 20]

Every Wednesday

OPEN MX PRACTICE
Orange County Int. Raceway, Irvine, CA. Take Sand Cyn. Ave. off ramp. Hwy. 5. Open 3-10 pm. Entry $2 per bike. Fully prepared track under the lights. 714/559-0580.

D-36 SHORT TRACK
Fremont Raceway, CA. Starts Apr. 9 runs thru Oct. 27 race series. Adults $3 gate, Jr. $1. Gate open 4 pm, prac. 5, race 7. For info: 415/327-4461.

D-36 MINI SHORT TRACK
Washoe Cty. Fairground. Reno, NV. Take Wells Ave., exit off I-80, turn L on Wells to Frgnd. Signup 6 pm, race 8. Entry $3. D-36 & AMA cd. req. to race. Western States Racing Assn. Minis only. 702/323-6998.

Every Thursday

OPEN MX PRACTICE
Orange City, Intl. Rcy., Irvine, CA. Open 3-10 pm. Entry $2 per bike. Full prepared track under the lights. 714/559-0580.

SRA SPEEDWAY
Santa Clara Fairgrounds, San Jose, CA. 1/6 mi. oval. Largest track in state. For info. Bcb Barkhimer Assoc., Inc., 14 Camp Evers Lane, Scotts Valley, CA 95066. 408/438-3210.

HSMX
O.C.I.R. Sand Cyn. off ramp, off I-5. Gate open 5 pm, race 7:30. PO Box 2455, Orange, CA 92669. 714/559-0580.

SRA SPEEDWAY
Irwindale Rcy., Irwindale, CA. 220 yd. oval. Complete Scratch & Handicap Bracket with special Match races periodically. Gate open 6:30 pm, race 8. 213/334-4949, 334-2413.

CMC MOTOCROSS
Portland International Raceway, Portland, Ore. Gate open 5 pm, sign up by 6:45, race 7. 100% p.b., 30% trop. 503/285-7060.

R.A.C.E. HSMX
Corona Raceway, Corona, CA. Open 5 pm., prac. 6, race 7. Entry $4 memb., $5 non-memb. Qualifier for Superbowl. All classes. 30% trophies. Non-high school riders welcome. 714/689-1913.

THURSDAY

CMC MOTOCROSS
Delta Park, Portland, Ore. Gate open 5 pm, sign up 5-6:30 pm, prac. 6, race 7. 100% Pro p.b., 30% trophies (6 per class). 503/285-6635.

Every Friday

AME MOTOCROSS
Indian Dunes, Valencia, CA. Sign up 6-7:30, prac. 7-7:30, race 8. Entry $5 Sptsmn., $10, Ex. 100% p.b. to Ex. 30% trophy Sptsmn. $3000 med. ins. AME lic. req. PO Box 1421, Reseda, CA 91335. 213/881-5778.

B.O.S.S. CMC TT SCRAMBLES
MMM Speedway, Marysville, CA. Pit gate open 5:30, prac. 6 pm, race 7:30. Entry $5. All classes inc. full mini prog. 30% trophies. 916/362-2796.

CMC SEMI PRO TT
West Capitol Raceway, Sacramento, CA. Pits open 4:30-7:30 pm, prac. 6-7, race 7:30. Pit gate $3, all riders $2.50. 100% Ex. p.b. 30% trophies. All classes & minis. CMC lic. req. 916/481-4488, 371-3050.

AMA MOTOCROSS
Puyallup Raceway Pk. Take Puyallup exit off I-5, then take Meridian exit. Track is at 159th & Meridian. Gate open 5 pm. Entry $5.50, Pros. $8. PO Box 506, Kent, Wash. 98031. 206/631-1550.

PRO HALF MILE (AMA)
Ascot Park, Gardena, CA. April 4 thru May 16. Start 8 pm. 18300 Vermont, Gardena, CA 90247. 213/321-1610, 323-9710.

BICYCLE MX
Western Sports A-RAMA on Lincoln btwn. Glassell & Batavia in City of Orange. Lincoln turnoff W on Newport Fwy; Glassell turnoff S on Riverside Fwy. No age limit. Start 6:30 pm. Entry $2.50. Discount card avail. 714/998-6373, 998-3535.

SRAC CNS HALF MILE
Erie, Colo. Take I-25 out of Denver, N 20 mi., follow "Speedway signs. Start 8 pm, Entry $6 Ex., $4 others. Cash to Ex., trop. others. SRAC cd. req. 303/443-0825.

CMC NITE MX
South Bay Park Speedway, Chula Vista, CA. All new 1 mi. track. Gate open 4:30 pm, prac. 6-7, race 7:30. Entry $6. 200% p.b. to Pros. 30% trophies J/I. Post entry only. $3000 rider med. cov. 714/420-7414.

D-18 MOTOCROSS
Shur-foot Speedway, I-55 & Imperial, Mo exit, (S of St. Louis, 10 mi.). Start 8 pm. Entry $2. Shur-foot M/C. 314/351-8116, 773-9858.

AMC NIGHT MX
Orange Cty. Intl. Raceway. Irvine, CA. 200% Pro p.b. 30% brass. Entry $6, all cl., non-memb. $2 extra. $3000 rider med. cov. Open 5 pm, race 7:30. 714/532-3923.

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

CMC NITE MX
Irwindale Raceway, Irwindale, CA. Gate open 4:30-6:30 pm., prac. 6-7, race 7:30. Entry $6 inc. admission. No gate fee for riders. Spec. $3 adults, $2 13-16 yrs., $1 8-12 yrs. Under 8 free. $3000 rider med. cov. Post entry only. 714/557-3323.

R.A.C.E. MX
Corona Raceway, Corona, CA. Hwy. 91 to Magnolia or Pierce. Memb. not req. Prac. 6:30 pm, race 7:30. Entry $4 memb. Watch for $2.50. PO Box 388, Corona, CA. 714/735-1705.

SRA CLASS A SPEEDWAY
Cal-Expo, Sacramento, CA. I-80 to Cal-Expo turnoff to 1600 Exposition Blvd. Gate opens 6:30 pm, race 8:15. PO Box 694, Glenn Ellen, CA. 707/996-0201.

R.A.C.E. MX
Corona Raceway, Corona, CA. Hwy 91 to Magnolia or Pierce. Memb. not req. Prac. 6:30 pm, race 7:30. Entry $3 memb. Racing on separate course from HSMX course at same time. Watch both for $2.50. P.O. Box 388, Corona, CA 714/735-1705.

CLASS A S.R.A. SPEEDWAY
Orange Cty. Fgnd. Costa Mesa, CA. Newport Fwy. to Fair Dr., R to fgnd. First race of 1975 season Apr. 18. Gate open 6:30 pm, race 8:15. PO Box 334, San Clemente, CA 92672. 714/492-9933.

D-36 SCRAMBLES
Fremont Raceway, CA. All classes, inc. minis. Entry $4 ride/pit, $3 gen. adm. Gate open 4 pm., prac. 5 pm, race 6:30.

Every Saturday

S.A.M. MOTOCROSS
Saddleback Park, Orange, CA. No memb. req. No mail entry. Entry $7, Ex. $12. 2/40 min. motos E/I. Open 7:30 am. 714/979-9233.

BICYCLE MX
Valley Cycle Park, Moorpark, CA. Sign up 9 am, start 10. 805/529-9546.

SPTSMN SHORT TRACK
Cycleland Speedway. 14 mi. S of Chico at Hwy. 99E & Gate Shippee Rd. Sign up 5:30-7 pm, prac. 7 pm, race 8. Entry $2.50 ride or watch, $2 xtra for riders entry. All classes thru 360cc. 916/342-9302.

PERRIS NITE TT
Perris Rwy., Perris, CA. Gate open 5 pm, race 7. Entry $3 plus gate fee. Under 18 yrs. must have notary cd. on file to ride. PO Box 371, Perris, CA 92370. 714/657-3678.

CMC SHORT TRACK
Cycleland Speedway, Chico, CA. 14 mi. S of Chico, Hwy. 99 & Page Shippee Rd. Prac. 7 pm, race 8. Entry $4.50. All classes thru 360cc. 1/6 mi. Short Track. 916/342-9302.

MOTOCROSS
Valley Cycle Park. Moorpart, CA. $3 entry Sptsmn., $6 Ex. 100% p.b. to Ex. Trophies to others. Start 9:30 am. Track Master 805/529-9546.

SPEEDWAY
Kern Cty. Fairgrounds, Bakersfield, CA. New track surface. "Purple Helmet Match Races" back again. More money to riders. Full Div. I & II prog. Starts Apr. 19 to run thru Sept. 805/324-9701.

D-36 INDOOR ST
Championship Series. Sonoma Cty. Fairgrounds, Santa Rosa, CA. Sportsman & Semi Pro. Entry $5.50.
100% p.b. less 50 cents ins. fee. Spec. $2.50. Quiet mufflers req.

S.A.M. MX
Saddleback Park, Orange, CA. No memb., no mail entry. $6 post. Ex. 2x40 min. motos, others 3x20 min. 100% Ex. p.b. Open 7 am. 714/979-9233.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. San Diego Fwy., El Toro exit, E. 13 mi. First day thru Open classes. Memb. rqd. Open 7 am, race 9. 714/586-7964.

MOTOCROSS
De Anza Park, E of Riverside, CA on Hwy. 60, Theodore exit. Sign 7:30 am, race 9. $5 all classes. 714/653-2633, 735-1301.

D-36 MOTOCROSS
Live Oak Raceway, 9 mi. N of Yuba City on Hwy. 99-signs to track from stop light. Sign up 4 pm, prac. 4:30-6, race 6:30. $7 post entry, $5 mail. All classes. Live Oak Racing Assn. 541 Main St., Yuba City, CA 95991. 916/673-1090, 673-7767.

TT SCRAMBLES
Elsinore Raceway, Elsinore, CA. Hwy 71 & Lugona Ave. Ride/watch $3/$1.50. Sil. rqd. Camp free & prac. Sunday $1.50. Sign 6, race 8. 714/826-2386, 674-5383.

1st & 3rd Saturdays

HSMX QUALIFIER
Carlsbad Raceway, Carlsbad, CA. Entry $5. 24 slots in L.A. Superbowl. Come on down & qualify. Husqvarna. 714/744-2161.

MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. HSMX riders $3.50 entry. REg. riders $5 J/I, Ex. $10. 100% p.b. 30 min. motos. Gate open 8 am, race 9:30. Great trophies. No memb. req. Husqvarna. 714/744-2161.

May 21

CMC MOTOCROSS
Ascot Park, Gardena, CA. Husqvarna Training Center Series. Gate open 4:30 pm, prac. 6-7, 7:30 first Jr. race. Entry $6. Super prizes. Pro p.b. CMC lic. req.

May 23-24

RUSS DARNELL MX SCHOOL
Billings, Montana. 2 day school. Russ Darnell instructing. Limited entry. Start 9 am to 3:30 pm. Entry $25. 213/367-1722.

May 23

D-28 PRO TT
Oregon Sidewinders MC track, E of SE 82nd Drive, on Lawnfield Rd., near Clackamas, OR. $1500 purse. All classes. 503/659-1022, 632-3857. Start 8 pm.

PRO MC STUNT SHOW
San Marcos High School. Hwy. 76 to San Marcos Ave. off ramp. Entry FREE. 10:45-12:30. Suicide Bob will jump 8 cars & try to break the world record for fire tunnel. 714/724-0119.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Sign up 6-7:30, race 8. Entry $10 Ex. $5 Sptsmn. 100% p.b. 30% trophies. Qualifier for Superbowl. HSMX & 500 Pro call for details. Mem.b req. 213/881-5778.

May 24-25

SEAT OF THE PANTS ENDURO
Team-has-been challenges hot-dog timekeepers to ride Greenhorn like some of its past winners: without clock or speedo! Extra $5 per team rider goes into pot for winners. Bill Ocheltree, 15024 Leadwell St., Van Nuys, CA 91405. 213/785-8922. Closes May 8, limit 12 teams.

TEXAS HILL COUNTRY TOUR
Marble Falls, Texas. Registration deadline May 12. Tour cost $15 per person, includes everything. Austin Road Riders Assn. PO Box 1041, Austin, Texas 78767. 512/442-1008, 475-2551.

GREENHORN ENDURO
29th Annual, 500 mi. Start Sat. finish Sun. in Cajon area, overnight at Wagon Wheel. Lim. entry, now open, close May 10. $15 both days, $10 Sun. only, $1 ex. per team memb. 2 SASE & std. form to Leonard Reynolds, 9645 Ardendalr, Arcadia, CA. 91006. A,B,C riders go all way. All bikes street legal. Dwg. May 12, PMC Clubhouse, 21 E. Howard St. 213/447-6293, 445-3554.

$15 post entry will be accepted.

CRE MARATHON & MX
Santa Barbara Cyn., take Hwy. 1 N to S.B. Ave. E then 15 mi. to lime marks then follow them. Race 10 am. Entry $2.50. Free pit tootsies, $1 spec. 24515 E. Santa Barbara Ave. 805/328-5300.

OREGON STATE ENDURO
Diamond Mill-Tillamook Burn, Ore. US 26 W from Portland, Jct. Hwy. 6 to Tillamook turn, follow to Lees Camp-signs on into campground. 100 mi. each day/complete both days to trophy. 60 mi. gas ck. Spk. arr. req. Pre-entry May 1-14. Lobos MC, PO Box 85, Gladstone, Ore. 97027. 503/659-3689, 654-8211.

MEMORIAL WEEKEND MX
Mississippi Valley Rcy. Pk. NE of St. Louis. Natural terrain track in wooded 420 acre park. All classes. $600 guar. purse to Ex. Trophies to 8 places all others. Entry Ex. $10 each day, $8 pre. All others $5 each day, $4 pre. Pit gate opens May 23, noon. Prac. 8 am, race 10. Pre entry to Mississippi Valley Rcy. Pk., Rt. 3, Jerseyville, Ill. 62052. 618/498-3090.

MEMORIAL DAY $3500 MX
Aztec Raceway Park, Colorado Springs, Colo. All classes pay 10 trophies. $1000 in super trophies. Pre entry $10 B/J/I, $15 Sr. Post entry after May 22 $15 B/J/I, $25 Sr. Prac. starts 8 am Sat. Send entry to Aztec Rcy. Pk., 2014 Afton Wy., Colorado Springs, Colo 80909. 303/473-8360.

B.O.S.S. MEMORIAL DAY GP: CMC NATIONAL
Plymouth Intl. Raceway, Plymouth, CA. I.A.M. Schoolboy regional championship. 2 motos each day. N/I $15, Pro $25. Top Sptsm. new MX bike. $1000 guar. Pro purse. Limited entry. 2438 El Lujo Way, Rancho Cordova, CA 95670. 916/362-2796.

May 24-26

US MOTORCYCLE JAMBOREE
County Fairgrounds, Tulare, CA. Commercial exhibits, safe riding seminar, dirt track races, field events, trophies, games. Antique MC ride, dances, Grand Parade. Gate chg. $5 adults, $2.50 under 16. All proceeds donated to charity. SCMA PO Box 271, Menlo Park, CA 94025.

Saturday, May 24

U.S. TRIALS CHAMPIONSHIP
Four Corners Cycle Park, Barona, CA. 30 mi. N/E of San Diego. 2 x 15 mi. loops with 20 sections each loop. Check in & tech. insp. 9 am. First rider on course 10 am. Boyd Bernard, 7627 Alcove Ave., North Hollywood, CA. 91605.

MOTOCROSS
Williams Raceway, Las Vegas, NV. Sign up 7 am, prac. 8, race 9. Entry $5. Sil. req. Las Vegas MC.

ALL HIGH SCHOOL MX
Portland International Raceway, Portland, Ore. Gate open 4 pm. Sign up vy 6:15, pre-race ceremonies 6:30, race 7. 503/285-7060.

D-36 TT SCRAMBLES
Lodi Cycle Bowl. Hwy. 99 & Morse Rd. All classes inc. minis. Sign up 4:30-7 pm, prac. 6-7, race 8. Entry $3.50/1 bike, $5/2 bikes. Spec. Adults $2.50, 6-12 yrs. 50 cents. Lodi MC. 209/368-7182.

D-36 SEMI PRO SHORT TRACK
Auburn Fairgrounds, IS-80 to Auburn Frgnd. off-ramp. Sign up 3:30 pm, race 6:45. Entry $4 N/A, $6 Ex. All classes, inc. minis. ¼ mi. Short Track. 4300 Blackberry Hill, Auburn, CA 95603. 916/885-7161, 885-4170.

CAL BICYCLE GP
Yarnell, Sylmar, CA. All ages. 100% trophies. 2 ft. trophy win in each class. Side, open. PP. $2 entry, $1 gate. Prac. 9-10:30. Start 11 am. BCA.

May 25-26

CMC MOTOCROSS
Dunlap Cycle Park. 38 mi. E of Fresno on Hwy 180 to Dunlap turnoff. Entry J/I $6 each day, $10 Ex. 150% p.b. to Ex. Free camping. Each day run separately with 3 huge overall winner trop. Sun. nite—movies & sphagetti feed. 9 am start. 209/233-1834.

May 25

D-35 DBL PT MX
Spillway Park, Santa Maria, CA. U.S. 101 to N Broadway off ramp. Prac. 8 am, start 9. Entry $5 J/I. All races up to June 29 count toward start positions at HSMX Superbowl in Coliseum. AME. 805/WE7-4043.

PHOENIX RR
Fastrack International Speedway. Fast 2.7 mi. course. Entry $15. Pit pass $3. 602/992-4096.

D-35 MOTOCROSS
Sprockets Park. Foot of China Grade Loop, ½ mi. N of Bakersfield J.C. Hwy. 178 E to Mt. Vernon, N 2 mi. Prac. 8 am, race 10. Entry $4. Ron Pierce Racing Ent. Handicap sweepstakes race featured with class winners. 213 N. Chester, Bakersfield, CA. 805/393-3962.

ROAD RACE
Portland International Raceway Park, Portland, Ore. I-5 to West Delta Park. Prac. 9 am. Entry, Pre. $13, post $18. PO Box 13454. 503/659-5181.

D-36 HARE SCRAMBLES
Weeks, Nev. SE from Reno or E from Carson City, NV. Limed on U.S. 95 S from Silver Springs, NV. Start 10 am. Entry $9 + $2 ins. 20% brass, fin. pins, all classes inc. OT & PP. Camping, fishing & swimming close. Desert Bums, 2095 Ives Ave., Reno, NV. 702/358-2387.

CRC MX
Indian Dunes, Valencia, CA. Hwy. 126. 3 motos, 30% brass same day, cash to Pros. All classes. Open 7 am, race 9:30. 213/830-7519.

NRA MX
Rawhide Park, Hwy 74 E of Elsinore, CA. 30% brass same day, cash to Pros. 3 motos, all classes. Open 7 am, race 9:30. 714/689-6114 days.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry $7 J/I mail, $10 post. Pro $12 mail, $15 post. Mail entry no later than Fri. morn. before event. CMC lic. req. $3000 med. cov. PO Box 1402, Costa Mesa, CA 92626.

D-36 ROUGH SCRAMBLES
Pioneer Arena. S on Pioneer Ave. btwn. Oakdale & Escalon off Hwy. 120. Sign up 7:30-10:30, prac. 9-11, race 12. Semi Pro $3.50 entry + extra $2.50 at sign up. 100% p.b. + $25 add. in each Ex. class. All classes + minis. 209/869-1457.

AMA NAT'L CHAMP MX
Castle Point Motor Sport Pk., Newcastle, Ken. Off I-71, btwn. Louisville & Cincinnati. $8,000 purse. 250cc Nat'l with 500cc Support class. Advance adult tickets $5, $6 at gate. 502/451-4365.

D-36 SEMI PRO HM
Happy Valley Rcy., Redding, CA. All classes, spec. 750cc (J/E only). Gate open 8 am, race noon. Pre entry $4, post $5. Aragon M/C, PO Box 1311, Novato, CA 94947. 415/892-5350.
(Sil. req. 750cc inc.)

SEMI PRO ST
Salinas Airport Hwy. 1 & Airport Blvd. Sign up 8 am, prac. 10 am, race 12. Entry $3 watch/ride, $5 Ex. 100% p.b. Inc. mini prog. ¼ mi. Short Track. 408/899-2401, 394-6276.

ROUGH SCRAMBLES
Oakdale, CA. Pioneer Rodeo Grnds. Sign up 7:30-10:30 am, prac. 9-11, race 12 noon. Entry $3.50 ride, $2.50 watch, $1.50 for 2nd bike. Semi Pro $3.50 entry + $2.50 at sign up. 100% p.b. + $25 added purse in Ex. class. Oakdale MC.

ROAD RACE
Portland Intl. Rcy., Portland, Ore. No lic. req. Run by Oregon MC Road Racing Assn. For info. Paul Middlehoven 503/285-5251, ext. 249.

D-37 HARE & HOUND
E on Old Woman Springs Rd. from Lucerne to Soggy Dry Lake. 2x40 mi. loops. Entry $7. Start 9 am. Champ Tug-O-War Sat. nite. 8 man team-1-six pk. beer per tm. entry. Winner takes all (beer). Stumpjumpers MC. 714/525-1082.

MARATHON
Sand Hill Ranch, Brentwood, CA. 2 hr., 1 or 2 man teams, 1 mach. Entry: Minis $5, all others $6 mail, $8 post. Gate open 7:30, 125cc-9 am, mini-11:30, 250cc-1:00 pm, Open-3 pm. Sil. req. Rt. 2, Box 143C, Brentwood, CA 94513. 415/634-3328.

CRC GP
Valley Cycle Park, off Hwy. 23 S of Moorpark, CA. 3 motos, 30% brass same day. Cash to Pros. All classes. Open 7 am, race 9:30. 213/830-7519.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Sign up 9 am, school 10, competition 12. You may sign up at 11:30 & ride Trials only. $5 for club memb. $7 non-memb. Free schools for memb. $2 non-memb. PO Box 2155, Orange, CA 92669.

DENVER GOLD CUP HALF-MILE
Adams Cty. Fairgrounds, Henderson, Colo. 125cc & up. 303/659-3666.

DIAMONDBACK ENDURO
Wendel, CA. First rider out 8:01 am. 750 rider limit. Spk. arr. & sil. req. Approx. 100 mi. Off road regis. or lic. plate req. D-36 card req. U-check scoring. Entry $8 per rider/$3 extra for team. All classes. Will haul your gas to gas stop-mark can with your No. Lassen MC, PO Box 1017, Susanville, CA 96130. 916/257-3588, 257-4080.

CMC SEMI PRO MX
Yreka, CA. Gate open 8 am, sign up 8-9, prac. 9-10, race 10:30. Entry $3 under 50cc, $6 J/I, $12 Ex/Pro. 100% p.b. to Pros. K&G Enterprises, 1926 Lindeena Ln., Redding, CA 96001. 916/241-9279.

BMC MOTOCROSS
Sagebrush Int'l Track, Billings, Montana. Hwy. 10 E toward Shepard Mtn. one mi. past Billings Speedway turn N, follow signs. $2000 purse. Pro races start 11:30 am. Entry, $8, post $12. BMC, PO Box 20421, Billings, Mont. 59102. 406/248-3111.

MOTOCROSS
Bishop, CA. W at signal to Riata Rd., turn L to course. Sign up 7 am, race 9. Entry $5. All classes. Bishop MC, PO Box 1093, Bishop. 714/873-3154.

AFM (NORTH) ROAD RACE
Sears Point Rwy., Sonoma, CA. Hwys 37 & 121. All classes, Prod., GP, Sidecar, Cafe. AFM, PO Box 705, Brisband, CA 94005. 415/547-2947

AMC MOTOCROSS
Saddleback Park, Orange, CA. No mail entry. $6/$12 post. $2 extra for non-memb. $3000 rider med. cov. 30% brass same day. 100% Ex. p.b. Open 7:30 am, prac. 8, race 9:30. 714/532-3923.

May 26

MARATHON
Fremont Raceway, Fremont, CA. No lic. req. Open 7:30 am, minis 8-9. $4 ride, $2 watch. 125-9:30; 250-noon; Open 2:30. $7 ride, $2 watch. 2 man/2 hr. 415/327-4461.

4th ANNUAL FLORENCE GP
Florence, Kansas. 100 mi. 10-mi. loops. thru the town. Riders meeting 11 am, race 1 pm. Mail entry $10, post $15. Flint Hills Bent Rims, RR Box 49, Cedar Point, KS 66843. 316/274-3318, 274-3732.

D-36 SEMI PRO HALF MILE
Happy Valley Rcy., Redding, CA. All classes, spec. 750cc (J/E only). (Sil. req. 750cc inc.)

CALENDAR

Gate open 8 am, race noon. Pre entry $4, post $5. Aragon M/C, PO Box 1311, Novato, CA 94947. 415/892-5350.

D-36 SEMI PRO HALF MILE
Orland, Calif. All classes. Spec. 750cc (J/E only). Gate opens 8 am, race noon. Pre entry $4, post $6. 750cc must have mufflers. Aragon MC, PO Box 1311, Novato, CA 94947. 415/892-5350.

SRAC ROAD RACE
Adams Cty. Fairgrounds, Henderson, Colo. U.S. 85 N of Denver to 124th Ave. L 1 mi. Sign up 8 am, prac. 9, race 1 pm. Entry $25 for memb. $30 others. "Denver 100". All classes, $1000 purse. SRAC, MRA, 4286 Hooker St., Denver, Colo. 80211. 303/751-2663, 232-3600.

SEMI PRO SCRAMBLES
Salinas Airport Hwy. 1 & Airport Blvd. Class C traction, sil., D-36 rules. Sign up 8 am, prac. 10, race 12. $3 watch/ride. $5 Ex. 100% p.b. Mini prog. also. 408/899-2401, 394-6276.

ROUND 2 U.S. NAT. TRIALS CHAMP
Mammoth Bar (Murders Gulch) Auburn, CA. I-80 E to Auburn, turn R Auburn Ravine Rd. to Cool turn off, marked from there. Start 10 am. PO Box 302, Rescue, CA 95672. 916/677-1280.

May 28

CMC MOTOCROSS
Ascot Park, Gardena, CA. Husqvarna Training Center Series. Gate open 4:30 pm, prac. 6-7, 7:30 first Jr. race. Entry $6. Super prizes. Pro p.b. CMC lic. req.

May 29

SHOSHONE DISTRICT ADVISORY MEETING
District Office, 112 S. Cherry St., Shoshone, ID. 9:30 am. Review organization of board, hold elections of officers, briefing of goals & objectives of BLM in Idaho. Open to public.

May 30-31

RUSS DARNELL MX SCHOOL
Las Vegas, Nevada. 2 day school. Russ Darnell instructing. Limited entry. Start 9 am to 3:30 pm. Entry $25. 213/367-1722.

May 31-June 1

D-37 VIEWFINDERS GRAND PRIX
Indian Dunes, CA. Entries open April 10. Close May 19. (0-250 Sat.). Open/Sidehacks, PP, Oldtimers Sun. 2 hr. races. 6 mi. course. Cash purse to Ex. Entry $11. $25 post. 714/673-5875.

D-36 INDOOR ST
D-36 HM & SCRAMBLES
Reno Park, Hwy. 395 N 16 mi. Sat. Indoor ST. Sign up 3:30-5:30 pm, prac. 5-7, race 7:30. 100-360cc & minis. $4 ride, 2nd bike $2.50. Sun. HM, 100-360cc & Scrambles 361/Open only. Sign up 8-10:30 am, prac. 10-11:30, race 12:30. $4 ride, 2nd bike $2.50. 702/972-8376, 972-8888.

May 30

AMA PACIFIC COAST REGIONAL CHAMPIONSHIP TT
Oregon Sidewinders MC track, E of SE 82nd Dr. on Lawnfield Rd., near Clackamas, OR. $3000 purse. Start 8 pm. 503/659-1022, 632-3857.

BLM ADVISORY MEETING
9:30 am at District office, 2 mi. S on Hwy. 27, Burley, ID. Will discuss progress on Pocatello ORV plan; and BLM 5 year goals. District Manager, BLM, RT. 3, Box 1, Burley, ID. 83318. 208/678-5514.

May 31

D-28 SCRAMBLES
Oregon Sidewinders MC track, E of SE 82nd Dr., on Lawnfield Rd., near Clackamas, OR. All classes. Pit gate closes 6:45 pm. 503/659-1022, 632-3857.

CMC B.O.S.S. SEMI PRO MX
Helvetia Park, W. Sacto. Hwy. I-80 to Harbor-5 mi. along river. Gate open 6:30, race 9. Entry N/I $8, Pro $15. 100% p.b., 30% trophies. All classes. 2438 El Lujo Way, Rancho Cordova, CA. 95670. 916/362-2796.

D-36 TT BENEFIT SCRAMBLES
9th Annual Archie Clark M.O.R.E. Benefit. Lodi Cycle Bowl, 5801 Morse, Lodi, CA. Sign up 4-7 pm, prac. 5-7, race 7:30. Prizes & drawings. All classes. Entry $3.50 inc. ins. $1.50 2nd bike. All proceeds to M.O.R.E. 209/368-7182, 931-2722.

AMA PRO TT
Ascot Park, 18300 Vermont, Gardena, CA. 90247. Start 8 pm. 213/321-1810, 323-9710.

June 1

D-36 MOTOCROSS
Carson City, NV. 3rd year T CAR MX. Overnite camping free. Entry $7.50, $2.50 watch. All classes. Sign in 7-9 am, prac. 8-9, race 9. PO Box 290, Carson City, NV. 702/882-5030, 323-4589..

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry J/I $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry no later than Fri. morn. before event. CMC lic. req. $3000 rider med. cov. PO Box 1402, Costa Mesa, CA 92626.

75 MI DESERT RACE
Wickenburg, AZ. Entry opens Apr. 20 by mail. ADRA sanc. Memb. req. ($10). 1408 E. Granada, Phoenix, AZ 85006. 602/252-1900.

AMA PRO HALF MILE
Calistoga Speedway, Calistoga, CA. $1600 purse. Gate open 8 am, prac. 10, race 1:30. 18 mi. E of Santa Rosa. Aragon 415/892-5350.

(Sil. req. 750cc inc.)

POKER RUN
Petaluma, CA. Sign up 9-11 am, start 10-11. Fee $3.50, card fee $2. Trophies & pins. AMA sanc. event. Sign up at Club House, 522 Cleveland Ave., Petaluma, CA.

CMC MOUNTAIN HIGH MX
North Fork, CA. 34 mi. NE of Fresno, N on Hwy. 41 to North Fork turn off; signs posted from North Fork turn off. Camping at Bass Lake, 6 mi. from track site. Sign up 7 am, race 10. Entry $6 mail, $8 post. Ex. $10 mail, $12 post. PO Box 464. Bass Lake, CA 93604. 209/291-8793.

ROAD RACE
Seattle Intl. Raceway. Seattle, Wash. No lic. req. Prac. 9 am, race noon. Entry $12. Washington MC Road Racing Assn. 206/839-2536, 866-6052.

MAMMOTH GRAND PRIX
Lions Park, Mammoth Lakes, CA. Parade lap 8:30 am, race 10. 160 mi. Forest Serv. app. spk. arr. Entries limited to 150. No post entries. Entry $15. Final date for entry May 31. Will take entries by phone. Turner Gas Co., PO Box 87, Mammoth Lakes, CA 93546. 714/934-2343.

B.O.S.S. CMC MX
Helvetia Park, West Sacto. Harbor Blvd. off I-80, 6 mi. along Sacto River. IAM Schoolboy Superbowl Qual. Gate open 6:30 am, race 9. Entry N/I $6 mail, $8 post. Pro $15 post only. B.O.S.S. MX 2438 El Lujo Wy., Rancho Cordova, CA. 95670 120% Pro o.b., 30% brass. 916/362-2796.

DRA SNAKE CHASE HARE SCRAMBLES
California City, CA. Limed 17 mi. N of 4/Corners, Hwy. 395, L side, also limed from Calif. City Golf course. Start 9:30 am. 20% trophies, fin. pins, $300 cash purse. SCAT Comm. 714/373-4647.

AME MOTOCROSS
Valley Cycle Park, Moorpark, CA. Signup 7-8:30, prac. 8-8:30, race 9. $600 Ex. purse, 100% trophies others. Entry $7 Sptsmn. mail, $10 post. Ex. $12 mail, $15 post. Qualifier for Superbowl. Memb. req. AME. PO Box 1421, Reseda, CA. 91335. 213/881-5778.

CRC MX
Rawhide Pk., Hwy. 74 E of Elsinore, CA. 3 motos, Pro cash, 30% brass, all classes. Open 7 am, prac. 8, race 9:30. 213/830-7519.

NRA MOTOCROSS
De Anza Park, Sunnymead, CA. Hwy 60 E. of Riverside, Theodore exit. 3 mots, 30% barss same day, cash to Pros. All classes. Open 7 am, race 9:30. 213/830-7519.

MOTOCROSS
Mountain View Cycle Park. 4 mi. from Sandy, Ore. Gate open 8, sign up til 9:30, prac. 9. Entry $6, Pros $10. 100% p.b. 2/30 min. motos. Sil. req.

ADRA 75 MI DESERT RACE
Vulture Mine near Wickenburg, AZ. 12 mi. SW of Wickenburg on Vulture Rd. Pre entry $12, post $25. Start 7 am. ADRA memb. req. $10 per yr., $5 out of state. Bonfire & Bar-b-que dinner Sat. nite, free pop & beer to entrants. $3 adults, under 9 $1.50. ADRA 1408 E Granada Rd., Phoenix, AZ. 85006. 602/252-1900.

SO. CAL HSMX CHAMPIONSHIP
Corona Raceway, Corona, CA. Over $3000 in prizes & awards. Honda Elsinore 125 Grand Prize. Gate open 7 am, prac. 8, race 9. Mail entry $7, post $12, gate $2. Mail entry closes May 26. All classes. Mail notorized entry to HSMX, PO Box 7128, Riverside, CA 92503. 714-735-1705.

D-36 2+2 ENDURO
Enduro was scheduled for May 4. Postphoned till June 1 due to late snow. 415/846-0239.

June 4

BLM PUBLIC LAND USE MEETING
Boise Dist. office, 230 Collins Rd., Boise, ID. Election of officers, discussion of Board duties, discussion of dist. programs & presentation of projects to be financed with Advisory Board funds. Open to public. Starts 9:30 am.

June 7-8

MAMMOTH MTN. MX
Mammoth Lakes, CA. Starts both days 9 am. Entry J/I $10, Ex. $20. $7000 cash & prizes. Box 482, Mammoth Lakes, CA 93546. 714/934-2571.

June 7

AMA SHORT TRACK
Pioneer Arena, Oakdale, CA. S on Pioneer off Hwy. 120 btwn. Oakdale & Escalon. Signup 4:30-6:30 pm, prac. 5-6:30 pm, race 7. Entry $3.50 inc. ins. & amb. $2.50 watch. Semi Pro $3.50 entry + $2.50 at sign up. 100% Pro. p.b. + $25 added in each Ex. class. 360cc & under, minis too. 209/869-1457

BLM OPEN HOUSE PUBLIC MEETING
Lake Shore Inn, California City, CA. Review results of citizens work sessions on Red Mtn. & El Paso land use plans. Opportunity to comment on same. Begins 9 am. 714/787-1462.

June 8

CRC ROAD RUNNER ENDURO
Charlies Place. Limed from Red Mtn., CA. Family Enduro. 2/loops. 20% trophies & patches. Approx. 65 mi. Women, minis & C's -16 go 1 loop. Family teams free. Mail $9.50 & 2 SASE to CRC 7601 Arlington Ave., Riverside, CA. 92503. Post entry $12. 2&3 man teams add $1 per rider. $2 discount to memb. Photos & CRC pts. 714/689-6114 days.

D-37 DUAL EURO SCRAMBLES
Limed from Adelanto N on 395 to Shadow Mtn. turn L. Start 8 am-12 noon. Entry $6. First ever Foxy Virgin Run. Desert Foxes & Masterlinks MC. 714/827-9582, 213/695-4725.

CMC P.A.L. MX
Sunnyvale P.A.L. Track, Sunnyvale, CA. Hwy. 237 to Caribbean Way, Sunnyvale. Gate open 6:30 am, prac. 7:30, race 9. Entry $15 Ex., $8 Jr. Post entry only. PP class. 408/732-1197, 739-1807.

June 8

CMC SEMI PRO MX
Yreka, CA. Gate open 8 am, sign up 8-9, prac. 9-10, race 10:30. Entry $3 under 50cc, $6 J/I, $12 Ex/Pro. 100% p.b. to Pros. K&G Enterprises, 1926 Lindeena Ln., Redding, CA 96001. 916/241-9279.

Intershows presents

Two big indoor friday night swap meets

Van & Mini Pick-up Swap Meet

Friday May 30th

6PM - midnight

Free drawing for prizes Including! Fender Flares Installed

Motorcycle Swap Meet

Friday June 6th

6PM - midnight

Complete Motorcycles & new & used parts & accessories!

Orange Co. Fairgrounds, Costa Mesa

For information and to reserve your space call or write to:

Intershows
PO Box 334
San Clemente, CA 92672

714-639-7440

BIGGIES & SCHEDS

Russ Darnell Motocross Schools

MAY 23-24
Billings, Mont.
2 Day School

May 30-31
Las Vegas, NV
2 Day School

June 7-8
Eagle River, Alaska
2 Day School

June 16-20
Saddleback Park, CA
5 Day Camp

June 23-27
Indian Dunes, CA
5 Day Camp

July 11-12
Pepperill, Mass.
2 Day School

July 14-18
Roaring Branch, PA
5 Day Camp

July 19-20
Roaring Branch, PA
2 Day School

July 23-24
Honda Hills, OH
2 Day School

July 28-Aug. 1
Chillicothe, IL
5 Day Camp

Aug. 13-14
Carnegie Cycle Park, CA
2 Day School

Aug. 16-17
Bend, Ore.
2 Day School

Aug. 19-20
Washougal, WA
2 Day School

Aug. 23-24
Port Angeles, WA
2 Day School

Aug. 28-29
Indian Dunes, CA
2 Day School

Sept. 1-5
Saddleback Park, CA
5 Day Camp

For info: 213/367-1722.

U.S. National MX Championship series

125cc

June 29
Polka Dots MC Clbgrnds.
Midland, MI
250cc Support Class

July 13
KOIL Classic
Omaha, NV
Run with 250cc Inter-AMA

July 27
Delta Motorsport Park
Delta, OH
Run with 250cc Inter-AMA

August 3
Appalachia Lake Park
Bruceton Mills. WV
Run with 250cc Inter-AMA

August 24
Shreveport MX Farm
Shreveport, LA
Run with 500cc National

September 7
Cycle Rama
San Antonio, TX
250cc Support Class

250cc

March 23
Road Atlanta
Gainesville, GA
500cc Support Class

April 6
Hangtown Classic
Plymouth, CA
Run with 125cc National

May 4
Appalachia Lake Park
Bruceton Mills, WV
125cc Support Class

May 25
Castle Point MX Park
New Castle, KY
500cc Support Class

June 1
Rick Case Cycle Park
New Philadelphia, OH
500cc Support Class

June 15
Lake Whitney Cycle Ranch
Lake Whitney, TX
500cc Support Class

500cc

June 8
Baldwin MX Park
Baldwin, KS
250cc Support Class

August 10
Moto-Masters Park
Mexico, NY
250cc Support Class

August 17
Lake Sugar Tree MX Rcy
Axton, VA
250cc Support Class

August 24
Ohio Internat'l Rcy
Ravenna, OH
250cc Support Class

September 1
Motocross West
New Orleans, LA
Run with 125cc National

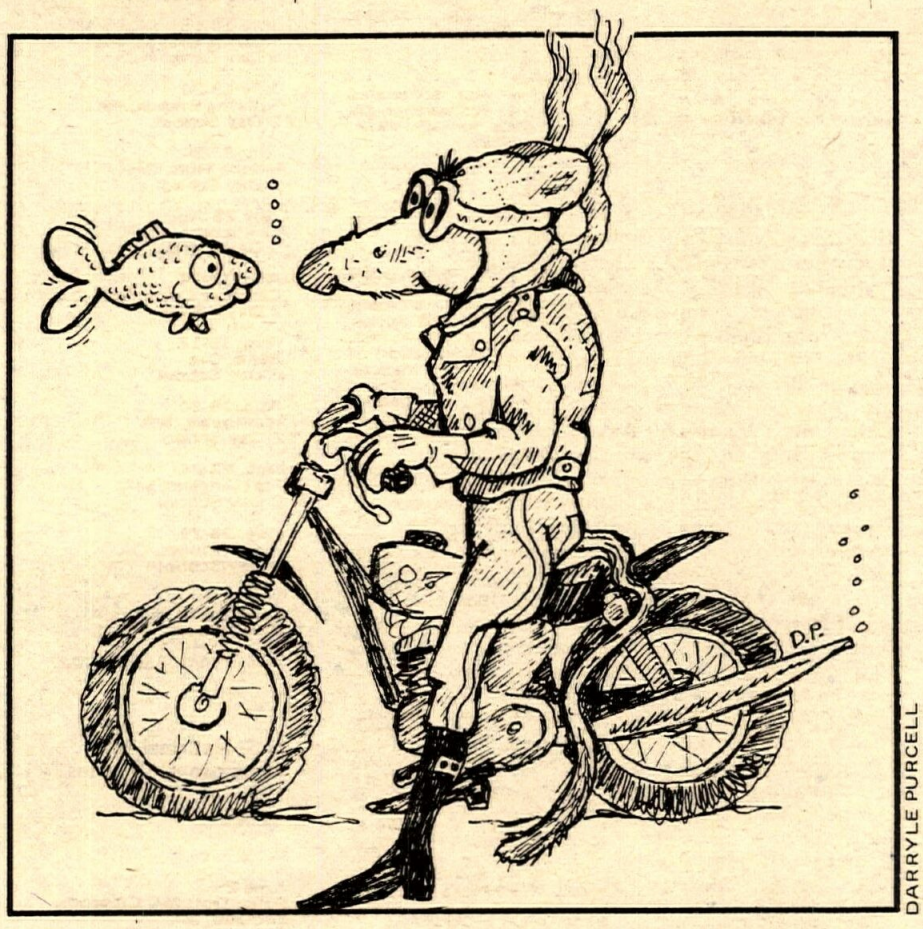
125cc Grand Prix

July 6
Mid-Ohio MX Park
Lexington, OH
250cc Support Class

WHEN IN DOUBT GASSIT!

Official AMA Grand National Championship & Camel Pro Series Schedule

Date	Location	Race Type	Purse
Jun. 1	Road Atlanta Gainesville, Geor.	RR	$27,000
Jun. 7	Louisville Downs Louisville, Ken.	H-M	$16,000
Jun. 14	Delaware St. Fairgrounds Harrington, Del.	H-M	$14,000
Jun. 22	Ohio St. Fairgrounds Columbus, Ohio	H-M	$16,000
Jul. 12	Mt. St. Helens MC Grnds. Castle Rock, Wash.	TT	$15,000
Jul. 26	Ascot Park Gardena, Calif.	TT	$14,000
Aug. 3	Laguna Seca Raceway Monterey, Calif.	RR	$27,000
Aug. 10	Peoria MC Grounds Peoria, Ill.	TT	$15,000
Aug. 15	Santa Fe Park Chicago, Ill.	S-T	$14,000
Aug. 17	Vigo Cty. Fairgrounds Terre Haute, Ind.	H-M	$14,000
Aug. 23	Indiana St. Fairgrounds Indianapolis, Ind.	Mile	$16,000
Sep. 7	New York Fairgrounds Syracuse, New York	Mile	$16,000
Sep. 13	Toledo Raceway Toledo, Ohio	H-M	$14,000
Sep. 21	Santa Clara Fairgrounds San Jose, Calif.	Mile	$16,000
Sep. 27	Ascot Park Gardena, Calif.	H-M	$14,000
Oct. 5	Ontario Motor Speedway Ontario, Calif.	RR	$40,000



DARRYLE PURCELL

Highschool motocross at OCIR
Qualifying for superbowl
Starting May 8
Every Thursday night
Info: 714-558-1584
Gates open 5 PM
First race 7:30 PM

Night motocross at Corona Raceway
every thursday night
Open High School Motocross
Qualifier for Superbowl. 30% trophies.
every friday night
Motocross for everyone
Beg.-Jr.-Int.-Ex. 30% trophies
100% payback to Experts.
714-735-1705 689-1913

Every Friday Night Motocross O.C.I.R.
AMC

DRA Desert Racing Assn.
Membership
Powder Puff — Senior — Regular
for info: 714-373-4647

High School Qualifiers
Every other Saturday
(1st and 3rd Sat.)
Carlsbad Raceway
Carlsbad, Calif.
714-744-2161
714-429-3492

INDIAN DUNES PARK
600 acres – hills, streams, sand
Family riding 7 days – 7 a.m. 'till dark
Moto-X races every Sunday
2 miles west of Interstate 5
on Highway 126 at Castaic
(805) 259-8000

A helmet can save your life.

Norco Little League 70 mile, 2 loop
Sunday, June 15th
Family Father's Day Enduro
20% trophies. 100% trophies to minis & Powder Puff finishers — 1 loop. A, B, C riders — All class sizes. No extra charge for Husband/Wife, Parent/Child, Buddy, etc. All entry fees tax deductible. Free Hot Hats & super finish pins. Official enduro clocks & flip cards at checks. Route sheets (speed, times) & tank cards mailed 6/10. Ambulance, porta-johns, radio comm., sweep. Limed from Lucerne to Soggy Dry Lake. Start time: 8:01 AM — starting positions given in order of entries received — first in — first out. Mail entries: Open April 14th, close June 6th. Mail $8 and 2 S.A.S.E. Post $9. Three man teams add $1 per rider. For information & entry forms: Jim Payton, 3598 Center Ave., Norco, CA 91760. Any standard entry form O.K.
(714) 737-5597/737-4337

A.M.E.
AME Race Schedule
Membership required
$5,000 medical insurance
1st & 3rd Sunday-DeAnza Park
2nd Sunday-Indian Dunes
Friday night racing at
Indian Dunes starts March 7th
info: 213-881-5778

AMC
Race Schedule
May 25 — Saddleback
June 1 — Carlsbad
June 8 — Saddleback
June 15 — Rawhide
Info: 714-532-3923

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

Bizzorro says: "The only way to let the world know of your coming events is to publish a listing in the Cycle News Calendar. Wouldn't it be just peachy to have a team from New Zealand show up at your next Poker Run? And the best thing of all is it's FREE, FREE, FREE. Just fill in this handy coupon (natch) and mail it. Our crack calendar editor will do the rest. Then stand back and watch the crowd.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

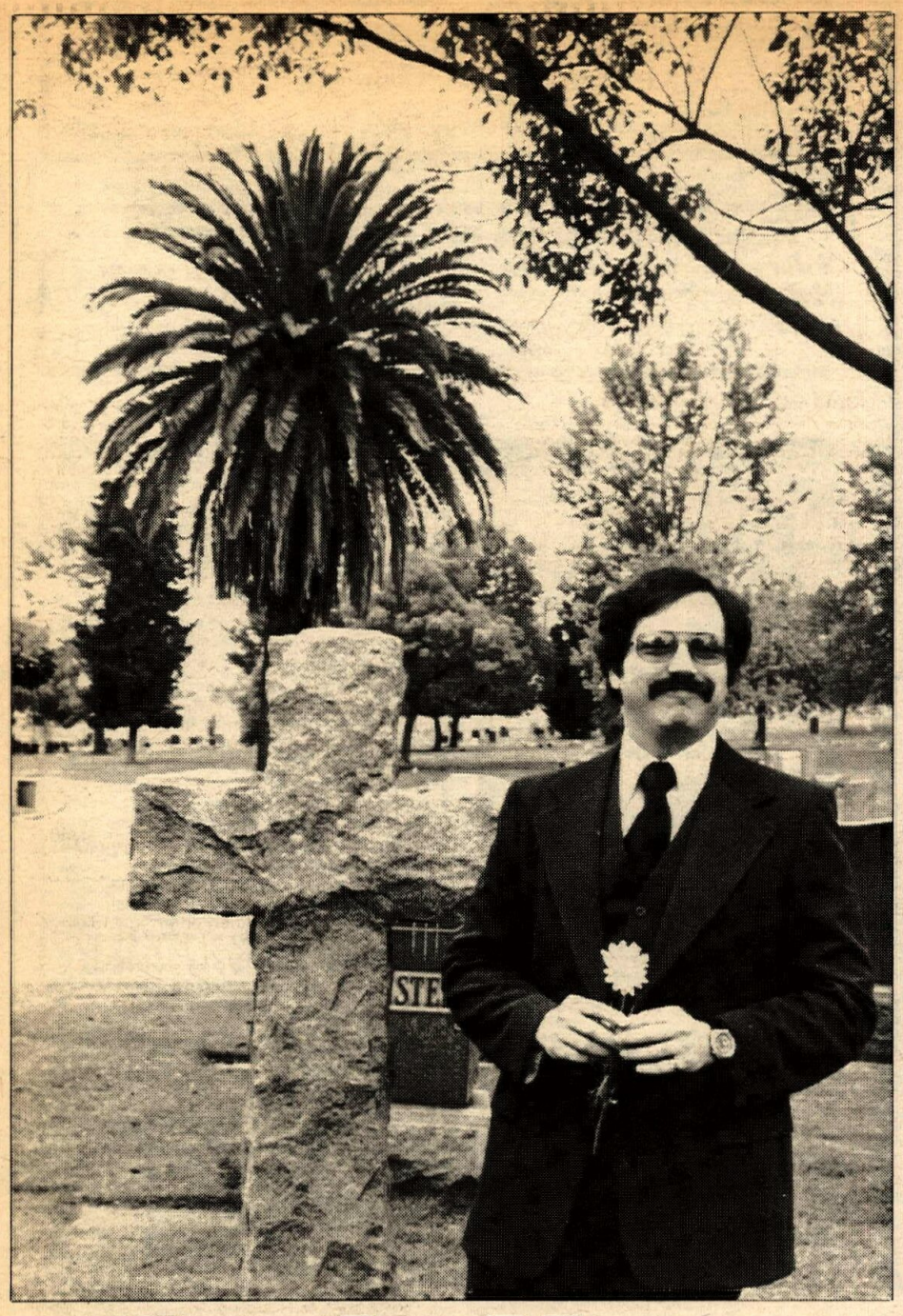
Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____



Cycle News buries the competion.

SUBSCRIBE!

CYCLE NEWS®

DEPT. SUB. P.O. BOX 498
LONG BEACH, CALIFORNIA 90801

CYCLE NEWS WEST (1 yr.)	$12.50	☐
CYCLE NEWS WEST (2 yrs.)	22.00	☐
CYCLE NEWS WEST (3 yrs.)	30.00	☐
Via 1st class mail for one year	40.00	☐
Via air mail for one year	50.00	☐
This is a Renewal		☐
Please bill me		☐
I enclose check or money order		☐

Name (Please print legibly)

Address

City State Zip

Local hotline, cont'd.

NATE JACKSON

John Dial blasting his way to second place in the 125 Amateur class.

(Continued from page 21)

Guilmette who held the lead for five laps when Quartz Hill's Keven LeFebure grabbed the lead for the win.

In Expert competition, Ridgecrest racer John Dial drove his 125 Yamaha to the winner's circle over local hotshoe Tyrone Brown. Steve Jackson powered his B and B Yamaha to the lead over Gale Tyler's YZ in 250 Amateur/Expert competition on the mile course run backward. Don Simonian's Yamaha screamed to first place for Lucerne Valley in Open Amateur/Expert competition while the real battle was between Apple Valley's Karl Wilson and Victorville's Mark Clayton. When the green flag fell for the third moto it was Wilson and Clayton tied for second with Clayton's YZ grabbing the lead off the start and holding it for seven laps.

A tip of the helmet to newcomer Phillip LaCroix of Lucerne Valley for his sportsmanship placing fourth aboard a screaming Suzuki in 125 Beginner competition. California City's Champ Jack Boone managed to drive his Yamaha to three firsts but not easily as hard driving Geoffrey Winkel pushed him every lap. •

Results in Results Section.

Youth Expo '75 MX

By K. Warner

RIVERSIDE, CAL., MAY 4

The Moreno Valley Chamber of Commerce with the help of CRC sponsored the first ever Motocross at Riverside Raceway. The first thing I noticed when entering the raceway was a sign reading *"No riding in the pits – push it."*

The pits were designed so that you pushed your bike down hill to the starting line. When you finished racing, you pushed down hill to the pits. There was no dodging pit racers all day.

The course was one and one-half miles of natural European type terrain. It had four uphills and downhills, two super jumps, and one long straightaway. The course was 95 percent visible from the pits. The soil was soft and loamy and held the water well and it never packed down or got slippery. As the day wore on, the bikes built their own berms.

The Minis started the competition with Joey Hamilton on his new Monoshock Honda taking the lead. His major competition came from Lindley Kistler, also on a Honda mount. Joey won the first two motos with Lindley taking the third.

The 250cc Intermediates and Experts ran together, with Expert Kevin Callaway charging to the lead in all three motos. He looked very smooth on his Monoshock Yamaha. Kevin said the track reminded him of the Arroyo Cycle Park course.

Totally impressive in the 250 Intermediate class was Ray McNeil on his Gary Nelson tuned Ossa. This was his first ride on the new Ossa Phantom and he did very well.

Organization of the event was good with everyone getting three 20 minute motos. The future of the track is unclear, CRC officials stated they would try to schedule more events at the raceway. •

Results in Results Section.

MANUEL BURTON

Jeff Wright (No. 28) and other 125 Novices blast off line at Elsinore Raceway.

Sandbaggers rule

By Andi Gangewer

ELSINORE, CAL., MAY 3

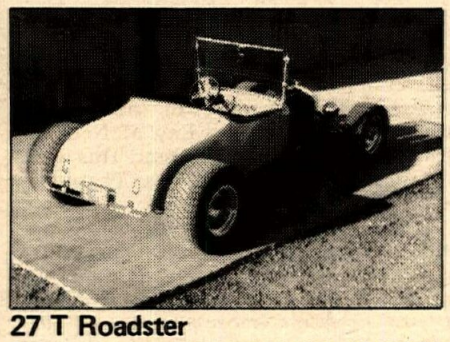
The Mini Beginners class turned out to be a carbon copy each moto. John Throne, a 13-year-old from Anza won all three races, but he was sandbagging. Robert Flynn, a 12-year-old, took the second with Kevin Wagner bringing in the third. There wasn't much competition between any of the riders and they were all pretty spread out through all the motos.

Our largest class of the evening was the 125 Novice with two heats, which ran to a nine man main event. Donald Acker was pressed hard by Larry Hedstrom and Tom Neider. These three hot shoes battled it out through the whole race but Acker pulled out with the first place trophy. Larry Hedstrom took a second place and another trophy. Tom Neider brought in the third place.

Charlie Summers, a regular at Elsinore Raceway, proved why he's an Expert. He and Danny Perkins started on the jump behind the Amateurs in the 125 Amateur/Expert class. Summers maneuvered his super fast Y.Z. through the pack to take the lead in all three motos. Donald Acker, who also trophied in the Novice class, zipped his Honda in for the second. This class was scored separately and Donald won the first place Amateur trophy. •

Results in Results Section.

WANT ADS



27 T Roadster
Street or show. Too much to list. $3,000.00 or trade for nice camp trailer or beautiful 19 year old, deaf, dumb nympho who owns liquor store. (714) 735-4641. (20)

Must sacrifice TM125 Suzuki
1975, superior condition, ridden little. Poor grades — forced to sell. Oil pump removed, ported, cut piston, swingarm, many, many extras. Must see to really appreciate. (714) 892-0028. (20)

'74 super trick Hodaka 100
Late '74, very fast, super cycle sponsored bike. Large Ceriani forks, D.I.D.s, 21" in front, super cool head & barrel, ported, Curnutts, and many extras. Must see, best offer. (213) 446-0819. (20)

Wanted road race ride
For Open Production, AFM and CMC licensed. I'm very reliable and consistent. Call Mike Anthony (213) 863-1662. (20)

1966 Triumph Tiger Cub
220cc — good condition — $250.00. Two 4 horsepower minibikes — $100.00 each — good condition. (213) 860-1835. (20)

"75" 360 BULTACO, excellent condition, $1150.00. Days (213) 749-0078, eves (213) 767-4043. (20)

Screaming yellow Super Rat
Ported, 24 carb., plastic fenders & levers, H.C. head, Ceriani shocks, $250.00/offer. (714) 528-4196. (20)

500 B.S.A. '72. JUST LIKE NEW. New rubber, 21 inch front wheel, Webco pegs, have street equipment & '75 tags. Will take older 360cc as part trade. (213) 696-8752. (20)

Cal-City GP rider ripped off
AT Cal City G.P. Sat. nite 5/3 if you had helmet or boots stolen call and identify. Ask for Gary between 8-5 (213) 849-1783. (19/2x)

— Penton —
KTM engines rebuilt, $40.00. Sach engines rebuilt, $35.00. Ignition timing set, $4.00. Balancing and blue printing available. Large selection of parts. D & R Cycle, Inc., 7181 Westminster Avenue, Westminster, California. (714) 894-2623. (19/4x)

'71 HUSKY 400. Just a play bike, got fast! $550.00. (714) 525-3018. (20)

Trade $1400 for $625!!!
Investment over last two years. '70 Husky 360, 8-speed MX. Meticulously maintained, super fast, versatile, tough, new top end, ported, Curnutts, Honda seals, Teflon cables, Skyway silencer, skid plate, sticky. X-TRAS: Sprint plastic tank, down pipe, chain, spare parts, tools, 5 gal. can, manual. CLOTHES: New Norstars, leathers, helmet, goggles (x-tra shades), jersey, kidney belt. ALL for $625.00. Mike (714) 642-0080. (20)

'75 Indian mini-mini Bambino
Used 5 times, only $275.00. (213) 684-0454. (20)

1974 El Camino
Absolutely top shape, 36,000 mi., 283, 4 sp., mags, Tanneau top, much more, $850.00/offer. Also '69 Greeves 360 Challenger, in storage past 3 years, flawless. Call before noon (213) 837-2603. (20)

24' PACE-ARROW MOTORHOME. Only 6000 miles! Perfect condtiion. 413 Dodge, trans cooler, air conditioning, 3000 watt Onan, custom awning, big refrigerator, $9850.00. Racer ready. (213) 367-1722. (19/3x)

Honda 125 Elsi race cranks
Trued-balanced, proper side clearance, silver brg. wider 11,000 Rs spec. Larger, harder crank pin, no stoop, no squat, no press. no true, just stuff the little Mother in and win. California race proven — send your crank and $65.00. DuBonts Crankshaft, Re: Mfg. & Venolia Pistons, 5272 Troth Street, Mira Loma, CA 91752. (714) 685-5727. (19/2x)

Norstar/Munari
LEATHERS AND BOOTS.
All sizes available. Boots, $59.95. Leathers, $85.00. C.O.D. anywhere. Call: S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, California 90255. (213) 587-7244. (19/3x)

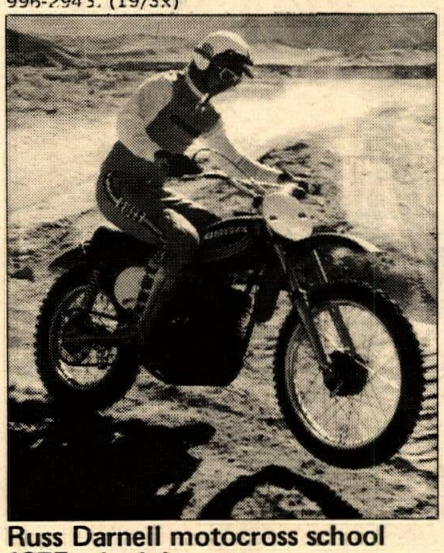
Honda 125 Elsi race cranks
Trued-balanced, proper side clearance, silver brg. wider 11,000 Rs spec. Larger, harder crank pin, no stoop, no squat, no press, no true, just stuff the little Mother in and win. California race proven — send your crank and $65.00. Du Bont's Crank Shaft, Re: Mfg. & Venolia Pistons, 5272 Troth Street, Mira Loma, CA 91752. (714) 685-5727. (19/2x)

Steal! Cheap! '74 DKW, $285.00
5 speed 100 "a alloy"; Pettys, Curnutts, 21" front wheel. This bike has only 6 months riding on it. (213) 982-3105. (20)

I am experienced!!
I want a partsman or mechanic's job close to Garden Grove. Call (714) 537-1907 and I will stop by your shop and fill out an application. (20)

'74 KX 125
Like new — Old Timer's bike, modified suspension, $625.00. (714) 522-8087. (19/4x)

* Desert Yamaha *
'73, 250 MX, moved up top & bottom Koni shocks, blueprinted, 3½ Vesco, fork kit, chain ten. Very fast, you got to see, $600.00. (714) 996-2943. (19/3x)



Russ Darnell motocross school 1975 schedule
May 23 & 24, Billings, Montana. May 30 & 31, Williams Raceway, Las Vegas, Nevada. June 7 & 8, Eagle River, Alaska. June 16-20, Saddleback, California. June 23-27, Indian Dunes, California. Aug. 13 & 14, Carnegie Cycle Park, Livermore, California. Aug. 16 & 17, Bend, Oregon. Aug. 19 & 20, Washougal, Washington. Aug. 23 & 24, Motocross West, Port Angeles, Washington. Aug. 28 & 29, Indian Dunes, California. Sept. 1-5, Saddleback, California. ENTRY FEES: Two day schools — $25.00 per student. Five day European type training camps — $75.00 per student. Private lessons — $100.00 per day. Call: (213) 367-1722. (17/4x)

2 M/C mechanics wanted
Earn up to $15,000.00 a year. Minimum qualifications: Full journeyman, 4 years professional past employement, own tools. Triumph, Norton, BMW, Moto Guzzi, Ducati, and Yamaha. Only experienced journeyman need to reply. Call collect (Dutch) at Cycle Sports, San Francisco Bay Area (408) 247-1313. (18/4x)

New Rickman MX 250
Special purchase allows sale less than dealer's cost. Limited supply, first come first serve. Will ship anywhere. Sale price, $699.00. Dealer. (415) 798-2582. (18/4x)

J.A.P. speedway bike
Ready to run, new engine, clutch, etc. 19 inch rear wheel. Extra tires, gears, bars, etc. Excellent condition, $800.00. (714) 645-2228. (20)

'72 Ranchero, xInt. hauler!
New brakes, rims, tires, carburetor, electronic ignition, stereo cassette player, towing package, 351 Cleveland auto., pow. str. Make offer. (714) 995-0081 or (714) 995-1029. (20)

Ossa Stiletto 5-speed — $420
Fast and reliable — new filter, chain, sprocket, cables and top end — 4.50 Cheng Shin. (213) 378-1492. (20)

'74 Husqvarna 400 WR
Brand-new! Less than 10 miles on break-in. Six-speed desert set-up, with Vesco tank available. Move also forces sale of silver cloud three-railer trailer. Both for $1250.00. (213) 821-3774. (20)

1971 OSSA STILETTO, $285.00. 1971 PIONEER, $425.00. Hodakas, $150.00 and $225.0 or trade for street bike. Want Vesco tank for 450 Husky. (213) 359-6970. (20)

Cafe racer sale offers on
Rickman, 8 valve 700, 5 speed, disc, fairing, M.V. 4 colors, Norton full Dunstall, black beauty. Both street legal, $ quick. (213) 651-4940. (20)

Need stereo or quad?
For car or home? For sound advice + excellent deal, card-carrying racers should call Gino — Sundays off. (213) 980-7711. (20/4x)

'73 CZ 250, Mikuni, Motoplat, Konis, $635.00. Trade for Husky? (213) 343-0487. (20)

'74 Yamaha 360 desert
Excellent condition, Vesco tank, J&R pipe, DID rims, Trickit, LTR or stock positions, dependable. Many extras including all street legal equipment. Must sell! $750.00. (714) 533-4398. (20)

'72 TS 125
Suzuki, street or dirt, wife's bike, $400.00. (714) 792-6996. (20)

No shi . . . . . .
fting hassles w/1974 Norton Commando Interstate. Less than 1,000 miles, 6.5 gal. tank, new exhausts. Best offer over $1750.00. (714) 449-0369. (20)

'71 Yamaha 90 enduro
Excellent condition, new top end, ready for dirt, extras. (714) 595-3035. (20)

Wanted: Vintage motorcycle
1920 — 1940. Must be complete and original. Please send details, photo and price. Michael Palrang, 631 Joanne Dr., San Mateo, California 94402. (20)

Rickman Hodaka must sell!
Went to bigger bike, Rickman has Rat engine, reed, desert and MX tanks, new rim, tire, cables, plus much more. $375.00 or best offer. (213) 866-2923. (20)

NORTON flattrackers. 4531 54th Street, San Diego, California 92115. (714) 582-1025. (20)

'73, 360 Yam. MX & '73, 125 Rick.
Yamaha new throughout. No reasonable offer refused. Rickman super clean, almost like new, $495.00. (213) 359-1042. (20)

Slow or fast
1974 TY250 Yamaha trials. Street licensed, A-1 condition, $850.00 or trade for XL 350. 1970 Kawasaki Bighorn 350. Dirt only, Curnutts, Pettys, Uni levers, dependable, $395.00. (213) 498-3162. (20)

Alba Bultaco
has 125s and shop support for serious racer. (714) 427-9166. (19/3x)

1975 ELSINORE CR125. VERY, very clean machine. Port by F.M.F., C&J swingarm, Konis and cooler, ridden 4 times, $850.00 and worth it. (213) 537-5480. (20)

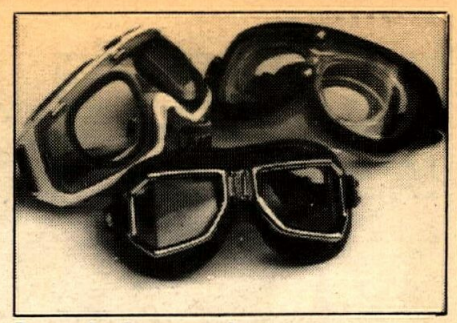
Husky 8½" fork kit
Includes dampening rods and fork springs. Late black legs, $48.95. Early black legs, $60.95. Early grey legs, $78.95. Call for order and information. Bill Saltzman's Imperial Motorsports (213) 337-6811. (20/6x)

Wanted Honda M/C mechanic
Experienced only. Must have own tools. For appointment call Bill Robertson, Jr. (213) 466-7191. (20/2x)

Little dog lost
East Lakewood area. Springer Spaniel, black/white, male, 5 months old. Lost 5-11-75. Name — Spanky. Please call (213) 421-9179. (20/2x)

H.D. SPRINT 250cc, 5 speed dirt bike, Cerianis, very reliable, $150.00. (213) 376-4754. (20)

Rip off Rokon!
New Rokon RT 340, automatic enduro, mag wheels, disc brakes, etc. Only $999.00. Ask about free delivery. (707) 443-8031. (20, 21, 23)



Prescription goggles
Ellie Taylor goggles, Box 5023, Santa Barbara, California 93108. (17/4x)

Don't get ripped off!!!
Want to be a motorcycle mechanic? Need training? Before you lay out any of your hard earned bucks for a homestudy or vocational school mechanic's course, invest 10¢ and write to me. I'll give you the benefit of my experience with mechanic's schools and homestudy courses for the price of a postage stamp. Drop a postcard with your name and address to: Mike Meier, 500 East Pleasant Street, No. 15, Long Beach, California 90805. (19/2x)

Yamaha TZ250 road racers
Just arrived, still in crates. $2495.00. Competition Accessories, Inc., Xenia, Ohio. (513) 372-6621. (19/3x)

Finisher pins
Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987. (17/TFN)

'72 Suzuki RV90
Fantastic bike. Fat tires — good in sand. $290.00. (213) 474-7436 or (213) 973-6901. (20)

'73 Montesa Cota 25
50cc trials, child trainer, mint condition, $225.00. Days (213) 973-6901, (213) 973-2959. (20)

'62 Bultaco TSS works bike
G.P. 125, 4 speed, air-cooled, 120 + M.P.H. For real works bike, not production model. Must sell, best offer over $700.00. (213) 993-1633 or (213) 886-7299 nites, wkends. (20)

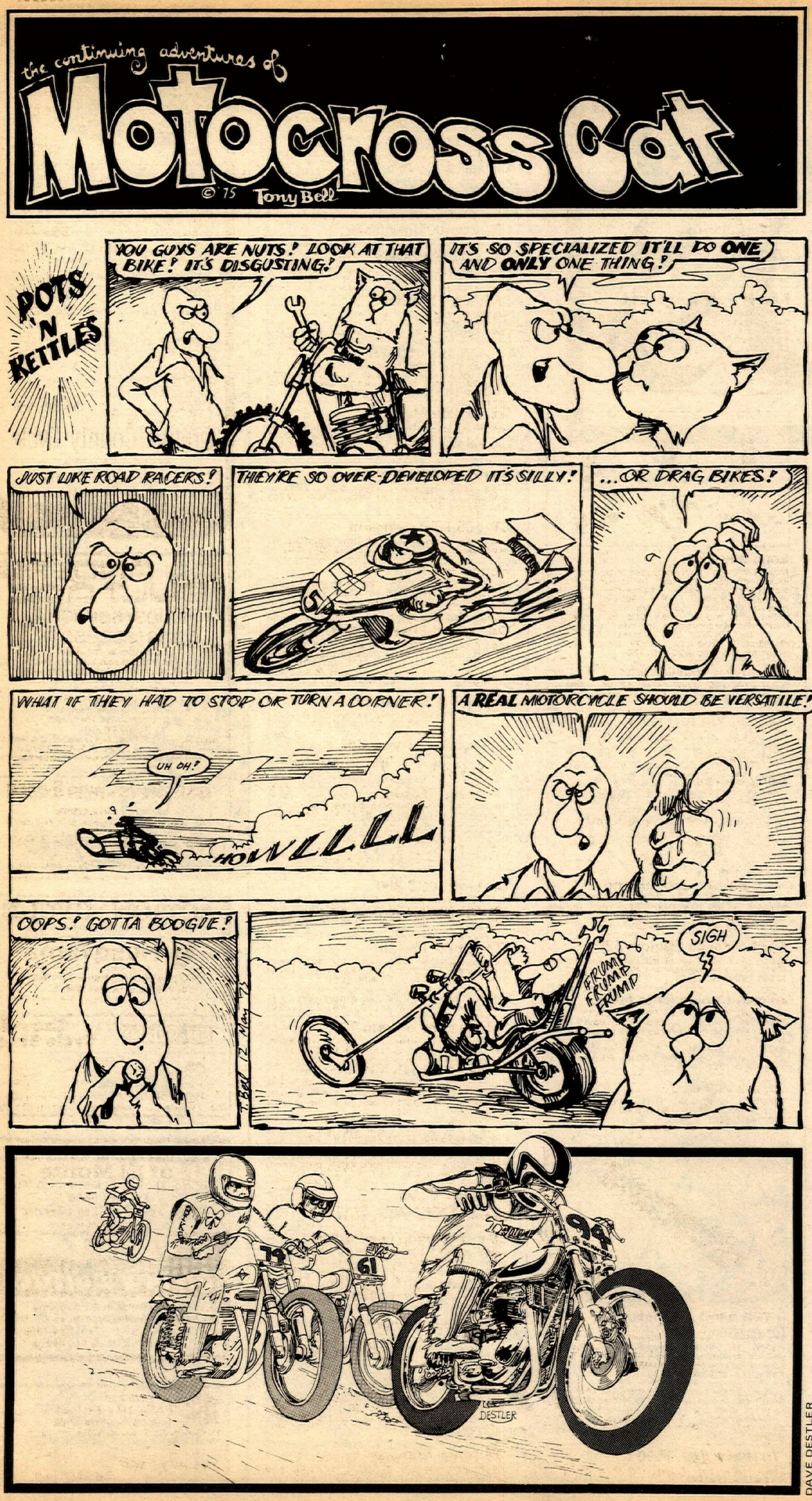
XL350 HONDA, $699.00. XL250 in C&J frame & Vesco, Cerianis, etc., $999.00. Stroker crankshaft gives 500cc to XL350, $125.00. 36mm Mikuni, $40.00. (213) 449-6078. (20)

Let your shocks work better,
last longer. Heat Sucker shock coolers fits Koni, Boge, S&W. $4.95 pair. RB Products, 1224 East Christy, Phoenix, Arizona 85020. (20)

John Banks replica 1974
Cheney frame, 500cc four stroke staggered fin, head and barrel, 34 Mikuni, much more. Trail ridden only. $1750.00/make offer. (916) 685-4111. (20)

'73 YAMAHA 360 MX. Good shape, extras, $600.00 firm. (213) 941-8249. (20)

Don Vesco
supports. . .
M.O.R.E. non profit
Can you do any ~~less~~ more?
M.O.R.E.
of California
1129 11th St.
Sacramento, CA 95814
$10 a year prevents bad laws and gets you all the state news.



Honda 250 Elsinore, $500

Never raced — new engine — used only nine times. (714) 536-9759. (20)

'75 Penton/KTM 250

Raced once, injury. New, $1750.00, asking $1200.00. This bike is NEW! (714) 544-0202. (20)

Rickman BSA Westlake 500

Practically new, never raced. Buy $1,600.00 bike for $1,200.00. (213) 355-0628. (20)

'72 Honda SL 100

Dirt prepared, clean, runs great, $325.00. (714) 527-8486. (20)

'74 Sherpa T 350

New 100 miles — must sell, $1050.00. (213) 849-4145. (20/2x)

'73 Suzuki TM125

Excellent condition, never raced, ridden only for play, stock, $595.00. Also '72, Honda SL 70, good condition, $200.00 firm. Call after 5 p.m. ask for Jim (213) 425-4869. (20)

Trail and Trial Riders

Attention

The latest edition of ESCAPE BY TRAIL BIKE is now on sale. Send $3.75 to Cycle News, P.O. Box 498, Dept. Jeannie, Long Beach, California 90801. (39/TFN)

CCM 608 Thumper

Almost new, 8" Betors, FM Konis with coolers, DIDs, magnesium cases and hubs. Used as cow trailer. Shown in Cycle World Show. $1500.00. Call Dan (714) 846-6581. (20)

1972 YAMAHA R5C, very reliable, electricals, $400.00. Call after 5:00 p.m. (714) 825-5747. (20)

'74 Montesa VR

Mint condition, fun bike to ride with excellent handling and smooth, strong engine. Lay-off forces sale to pay off loan, $895.00. (714) 795-2910. (20)

YZ 80-B "MODSETTE" torque pipe (new), $25.00. (714) 525-2163. (20)

"74" RD 350

Low miles, very good condition, K-81 tires, Koni shocks, street pipes, and chambers. Stored last 6 months, gettin' married, $875.00 firm. (213) 371-2183. (20)

Suzuki TM 125

Clean and quick, good suspension, hi-comp. head, must sell, 1973, $520.00. Also new 21" Yamaha front wheel, $45.00. (714) 528-5476. (20)

Kawasaki KX 125 – '74

Brand new — 2 hours on bike. Call Claudia (213) 341-5180. (20)

360 Yamaha flat tracker

Champion frame, custom paint, Barnes wheels, new tires, excellent condition, $950.00. (714) 658-6154. (20)

CR 250 Honda

Wheelsmith moved up Boge shocks, Venolia racing piston & trick chain tensioner, excellent condition — must sell, $800.00 — Ask for Brian after 2:30 (714) 545-5774. (20)

PAIR J&R POWER PIPES with head pipes & flages black for 350 RD Yamaha, used only 300 miles, $50.00 prepaid. (913) 698-2372. (20)

NEW SIX rail trailer — storage box — adjustable hitch, $350/trade. (714) 830-4353. (20)

'56 BSA GOLD STAR, street, rebuilt eng., trans. $580.00. (213) 944-4348. (20)

Kawasaki KX 125

3 months old, new condition, Boge forward mounted shocks, $750.00. Can be refinanced. Call for details (213) 324-5449. (20)

Elsinore-Raceway-for-sale

By owner — track established 10 years, good business-opportunity. (714) 826-2386. (20/4x)

Position wanted

Working cycle shop manager/part owner desires position of responsibility in S/California cycle shop. 7 years experience in retail sales, married, age 30 — aggressive. Enjoy public relations. Resume upon request. L.C.O., 5727 1st Ave., S.W., Cedar Rapids, Iowa 52405. (319) 396-4537. (20)

'70 Kawasaki 250 Enduro, $225

Like new, bored 1 size over, new tires and paint, runs good. (213) 925-8907. (20)

FOR SALE: Slightly (and we do mean slightly) used Government Bureau. Responsible individuals wanted to assume operation of this Easy-To-Care-For Government Agency. Duties light. Bucks easily passed. Plenty of tax dollars available. Write: 1600 Pennsylvania Avenue, Washington, D.C. (Ask for Jerry). Nobody said BLM!

Suzuki 185, $395
TM suspension, alloy rims, street legal, fresh top end, Webco head, Ocelot downpipe. Have all street equipment plus many extras. (213) 866-7535. (20)

'73 Yamaha 250 MX
Mint condition, stored for 1½ years, hardly ridden, forward mounted shocks, and set for motocross. $700.00 or offer. Ask for James (213) 465-3496. (20)

'71 Maico engine sale
MX gears & extras — will trade Maico rear wheel complete for Yamaha same. Also Dodge van bench seats, make offer. (714) 894-7820. (20)

'73, 350 Bultaco Pursang
New 4-74, barely ridden — $750.00. '70 Husky, 8-speed, Mikuni, Curnutts, $450.00. Ask for Mr. Mann (714) 392-4548. (20)

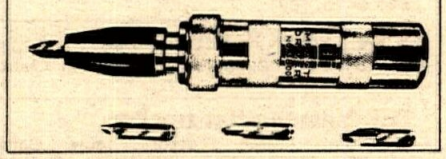
Special offer
New 1975 Maico 400, $1428.00. New 1975 Maico 250, $1328.00. 3 months 1975 Husky 360 GP, $1395.00. Plus tax, license destination. Will ship anywhere. (209) 582-6716. (20/2x)

Accessory store for sale
Good location in immediate Southern California area. Cycle News, Box 498, Dept. TH, Long Beach, California 90801. (20/2x)

250 C-Z '72
Rahm fenders, Hallman tank, Konis, good tires, D.I.D. rims, FMF pipe, Femsa, Terry cables, Filtron, extra parts, new bore & brakes. Good shape, $550.00. Call or see (213) 329-9158. (20)

Yamaha MX clearance sale
MX 100A — $599.00. YZ 125B — $799.00. MX 250A — $899.00. MX 360A — $959.00. City Cycle Center, 8423 Rosemead Boulevard, Pico Rivera, California 90660. (213) 861-4139 or (213) 861-6217. (20/2x)

IMPACT DRIVER



Only $7.99
4 Bits included. At this price a must for the home mechanic. Loosen and tighten screws and nuts. Remove the chuck and use your 3/8" sockets. Reversible. Add 50¢ handling and postage. California residents add 6% sales tax. Hank's Hardware, 12520 Minorca Ct., Los Altos Hills, CA 94022. (20/2x)

360 BULTACO, ONE MONTH OLD, new style Amal, Petty fenders, raced once, new condition, $1100.00. '73, 400 CZ — call, too many extras to list, $750.00. (714) 623-5625. (20)

1975 Husky 360
Perfect condition, back injury forces sale. Never raced, will deliver, $1750.00. (805) 967-3592. (20)

Maico 501
1972. Mikuni, Konis, Akronts, desert tank, RS and stock pipes, Wheelsmith pegs, skidplate, aluminum bar, new seat, bottom end, 3:50 front tire, $595.00. (213) 793-8866. (20)

'73 YAMAHA 360 MX, excellent condition, extras — $625.00/best. (213) 861-2837. (20)

125 Suzuki duster MX
Super clean, fast, many extras, $300.00. Dennis (213) 649-4415. (20)

TRACKMASTER 750 YAMAHA. Dickie Newell top end, Shell pipes, Mikuni, Barnes front and rear, disc, $1,100.00. Must sell A.S.A.P. Ask for Robert (714) 536-7555. (20)

WANTED: Hodaka, street legal, good condition. (213) 472-7326. (20)

CZ 250 '73. D.I.D.s, F.M.S., Femsa, Mikuni. Everything trick, $625.00. (213) 869-8235. (20)

RAIL SAND BUGGY with trailer, 283 Chevy engine, 3 sp. trans., Mickey Thompson sand tires, spicer 5-38 rear end, with extras. $650.00. (213) 965-1042. (20)

New Girling shocks
12 inch length, 75 lb. springs, never used. Bought new bike and got Konis 1st day. Worth $50.00 — sell $30.00. (213) 399-2567. (20)

Wanted Honda CR 125 forks
Must be in good condition with or without triple clamps. Days only (213) 677-8832. (20)

'74 Suzuki 400 TM
Very new bike. My Dad would like to sell, $700.00. Can ride bike in 150 acre field, any nite after five, Bob (213) 324-2217. (20)

Montesa magic
New Montesa 250 VR ('74) MX, now only $1099.00. Ask for free delivery. (707) 443-8031. (20, 21, 23)

PMC works tank
Universal peanut style in "works" clear or white. Can be painted. Includes petcocks, MT kit, vented cap, shipping, for $18.00. Tank with petcocks only at $15.00. Write to: H.S.V., P.O. Box 325, Covina, CA 91723. (213) 696-0011. (19/2x)

Lake Tahoe Kawasaki Suzuki
bike, Yamaha snowmobiles, McCulloch, Echo chainsaws. Excellent location and lease. Must sell, $15,000 +. (916) 644-1132 eve. Bob 8438, So Lake Tahoe, CA 95731. (19/2x)

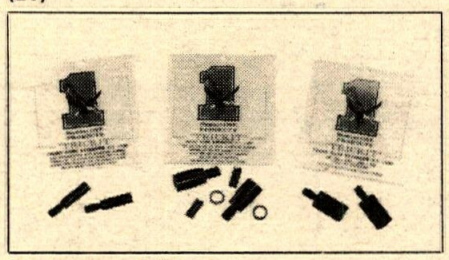
The latest edition of ESCAPE BY TRAIL BIKE is now on sale. Send $3.75 to Cycle News, P.O. Box 498, Dept. Jeannie, Long Beach, California 90801. (39/TFN)

* '73 Maico 250 *
Excellent condition, must see to appreciate, moving, must sell. $650.00. Mike (714) 626-4132. (20)

'73, 175 Penton
0 miles on rebuilt, ex. cond., $450.00. (213) 960-1200. (20)

Kaw H1R 500, Ital Jet 50 RRs
H1R has spares, extra fairing, manual batt/coil ignition. Both run great and are stock — no mods. Kaw, $1150.00. Jet, $225.00. Ray, Mon.-Fri. 8 to 5 (714) 540-1301, eves. (714) 832-1244. (20)

Honda CR125
Many expensive extras, spares, immaculate. Immediate sale necessary!! (213) 336-8883. (20)



Long travel kits
New TRICKIT fork extender kits add 1-1/8 inches of travel to front forks for increased stability and better handling. Yamaha, Kawasaki (except KXs), Suzuki and CZ motorcycles. Mail $5.95 per kit. State year, make and model. Add 50¢ for shipping. California residents add 36¢ sales tax. Dealers — contact us for your nearest distributor. Number 1 Products, 11509 Bexley Drive, Whittier, California 90606. (20)

Shoestring Wheel Works
Wheels laced, $16.00. Trued, $6.00. Wheel off machine tire off. Call for appointment (213) 439-8239. (2/TFN)

HELP! OVERSTOCKED on genuine Hi-Point MX enduro boots like DeCoster and Falta wear. $57.95. Kamikaze Cycle Parts, 1037 South Broadway, Wichita, Kansas 67211. (19/2x)

Alloy Sherpa T
muffler, $35.95. Alba Bultaco (714) 427-9166. (19/3x)

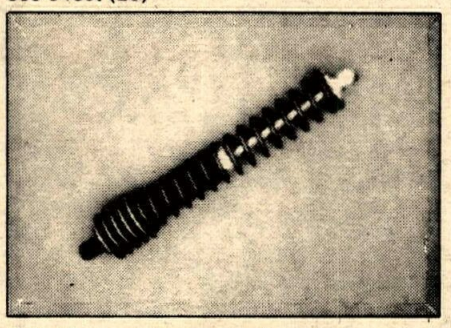
'75 Honda 125, 6 races
U.S. Sports swingarm, moved up Boge shocks, 30mm Mikuni, S&W progressive fork springs, Barnett clutch springs, barrel just decarbonized. $775.00. (213) 766-2752. (20)

'74¾ Bultaco 250 Pursang
Konis, moved up top & bottom, plastic fenders, quick throttle, H.D. rear spokes, Diamond primary chain, Andres, xInt. cond., $875.00. (213) 761-3135. (20)

1974½ Honda Elsinore 125
Stock play bike, excellent condition w/pipe. Must sell for insurance payment. $600.00. (213) 769-7753. (20)

20 inch Dunlop inner tubes!
We've got 'em. Hard to find 3.00/3.25 x 20" tubes for Triumph & BSA. Only $3.95 each. Many more hard-to-find goodies for all makes, models. RACECRAFTERS INTERNATIONAL / 7932 Sunset Boulevard / Hollywood, California 90046. Phone: (213) 876-3600. (20)

1975 G.P. Maico
Excellent condition, DID wheels, shocks, plastic fenders-box. $1400.00. Call (213) 883-9439. (20)



6 inch travel suspenders
For Bultacos, C-Z, Honda CR-125 and 250s and other makes. 7 inches of rear wheel travel, no frame modifications, $79.50. Work's Performance Products, 20970 Knapp Street, Chatsworth, California 91311. (213) 998-1977. (20/2x)

WANTED: 125 Expert entry for Mammoth Mountain MX June 8th. (213) 423-9490. (20

HONDA CR 125, porting and pipe, excellent condition, $650.00. (213) 423-9490. (20)

'70 Husky 400, $500
Super fast. Call (714) 535-0329 or (714) 827-2167. (19/2x)

Late '73 Pursang 250
Forward Telescos, large and small tank, 75 front forks, skid plate, aluminum bars, $700.00. Must sell. Call after 6 p.m. (213) 281-9869. (20)

Mint '71 Ossa Stiletto
5 speed, looks like new, must see. $395.00/or best. (213) 340-6669. (20)

'72¾, 250 CZ, extras, very dependable. $550.00. (213) 749-0078 days, (213) 767-4043 eves. (20)

$15/30/5 LIABILITY INSURANCE, (0-300cc's, $37) (301-500cc's, $68) (Over 500cc's, $89) (Medical payments, $2000 no deductible, $30). One year policies. (213) 295-4468 or CMIA, Box 4215, Inglewood, California 90309. (1/TFN)

HUSKY 450 — Excellent condition — Many engine and frame mods, $795.00. (213) 596-2265. (20)

'74, 400 WR Husky
Health says quit — fast, desert — like new, you get all stock parts, plus Vesco tank, 5" Curnutts, 38 Mikuni — $1150.00 or best offer. (714) 750-2650. (20)

1975 Bultaco
250 Pursang, like new, $1,250.00. (714) 628-4941. (20/2x)

Bell supermagnum fullcover
Used ten times by a little old lady. Small size, $40.00. Shield, visor and goggle snap included. (714) 633-0100. (20)

'75 GP 250 Maico
Less than 3 months riding time on bike, new in Jan. Fenders, Andres, Wheelsmith. Must see, $1300.00 or best offer. (714) 556-1056. (20)

Stereo for motorcycle
Trade Akai receiver, tape deck, 2 large speakers, for 250cc or larger MX. (714) 832-5531. (20)

CR 125 LTR swingarm
Super strong rectangular chrome moly design, never used — $75.00. (213) 866-1506. (20)

Honda 750 frame
for cafe racer or drag bike, with small tank, swingarm, shocks, $75.00. Rear wheel with 54T sprocket, $50.00. Eves. (213) 943-4065. (20)

'74 "trick" Elsinore, $600.00
Reinforced swingarm, righeous paint, Maico fenders, new bars, chain, fork springs, rear tire & clutch cable. D&G pipe, '75 clutch springs, alloys, new clutch plate, laydown shocks and more. After 7 p.m. (213) 980-7567. (20)

New '74, 250 Pursang
Less than 1 hour on bike, extras, car accident forces sale, $1,000.00. (213) 360-6502. (20)

'75 Honda Elsinore 125
Barely ridden, 100 miles on engine, green stickey, good thru '77. $850.00 or best offer . . . (213) 924-2619. (20)

'74, 250 RADIAL MAICO. GP tank, transparent white fenders, barely ridden, like new, mint cond. Asking $795.00. Call Mon. thru Sat., days (213) 699-3852. (20)

Sano Honda CR 125
Super clean, FMF laydown, DG pipe, GP carb, ported, $650.00. (714) 772-9715. (20)

Centerport CZ 250
Femsa, Mikuni, Konis, trick pipe, all plastics, very fast, less than 20 hours, everything first class. Many extras, $895.00. (213) 371-8836 after 6. (20)

'72 Suzuki TS-125
Excellent shape, fully prep. for dirt, many accessories, $350.00 or best offer. (714) 543-1322 or (714) 531-3404. (20)

WANTED: Boring bar use portadraulic in good shape. Phone 10-6 (805) 485-2748. (20)

'73 Ossa 250 Stiletto TT
Excellent condition, hardly ridden, $575.00/trade. Dave (714) 629-3580. (20)

'73 Yamaha 125 MX, very fast
Super trick, forward mounted shocks, MCM pipe, ported, plastic fenders, new rear tire, 32mm carb. $450.00 or best offer (must sell). (714) 249-6189. (20)

'71 CZ 250, very clean and fast, Curnutt shocks, $375.00. (714) 249-6189. (20)

SUZUKI PARTS — TM 400 cylinder, new piston, rings and Gem reed valve, plus more, $50.00. After 5 p.m. (213) 427-1579. (20)

BSA 441 Victor
Strong and dependable — desert tank, plastic fenders. $350.00. (213) 694-4517. (20)

20 inch Dunlop inner tubes!
We've got 'em. Hard to find 3.00/3.25 x 20" tubes for Triumph & BSA. Only $3.95 each. Many more hard-to-find goodies for all makes, models. RACECRAFTERS INTERNATIONAL / 7932 Sunset Boulevard / Hollywood, California 90046. Phone: (213) 876-3600. (20)

'73 Hodaka (Super Rat)
2.8 gal. tank, Webco pegs, 5" Curnutt shocks, 21" front wheel, new chain and rear sprocket. Mint condition, $350.00. (213) 833-4931. (20)

Yamaha road racer
'73 TR3 350, excellent condition, Fontana brakes, Konis shocks, Koeber ignition, Yamaha team colors, motorcycle is fresh, extras. (213) 598-2282 or (714) 826-6364. (20/5x)

'74 Husky 250 mag
Excellent condition, Profab arm, Koni, trick porting. $1015.00. (213) 283-5212. (20)

MONOMODS

As recommended by Dirt Bike, Moto-X Action & Popular Cycling – let the Pros at Orange County Cycle set up your monoshock.

Labor	$25.00
Grand Prix Piston . . .	$8.00
Spring (if needed)	$18.76
Oil & Nitrogen	$3.00
Wave Washer Kit	$4.86
total	**$54.76**

(California residents add $2.08 sales tax.) Send shock, your weight, type of racing, & money order.

Heavy duty Boge/Mulholland front forks. Comes with bolt on adapters for all Monoshocks. Double strength of stock units. Kit includes: forks, stem adapter, torque arm, backing plate, axle spacers, and fork stops **$189.95**

Orange County Cycle
13666 Harbor Blvd.
Garden Grove, CA 92643
714-530-7340

AL ANDERS BULTACO
sales/service/parts/accesories
Cantilever for Buls
up to 9½" of rear wheel travel.
Modification includes chain tensioner, steel shift lever, air box change, removal of old brackets
$90.00
with extended swingarm (recommended for desert)
$110.00
1401 So. Beach, Unit G, La Habra, CA 90631
213-943-6116 or 714-870-9990

BSA parts - new & used
Shipped Anywhere
Specializing in BSA, Triumph & Ducati repairs
Jim Hunter Motorcycle Repair
1140 S. Cypress, Unit A
La Habra, CA 90631 (714) 525-1504

ACTION CYCLE
Quality service & parts Motocross Desert
Husqvarna
19322 Beach Blvd., Huntington Beach
(714) 968-3306 'Kenny Weems'

INTENSIFIED
Crowell Cycle Shop
Complete Parts & Service
OSSA HODAKA MAICO PENTON
10427 Prairie Ave., Inglewood, Ca. (213) 673-5562

Yamaha & Bultaco of El Monte
2859 No. Durfee, El Monte, CA 91732
213-442-5800
Parts Specialist—Sales/Service
mail order anywhere

Steve's Bultaco
We specialize in Bultaco only
7627 Van Nuys Blvd, Van Nuys, CA 91405
(213) 780-6300 (213) 994-7468
Open late Mon. & Fri. nights

SUZUKI
TRY US FOR HARD TO FIND PARTS
Town & Country Cycle
411 S. Brookhurst
Fullerton, CA
714-871-2460
DUNE CYCLE

WANT ADS

Matchless
'53 and '56 500cc Single, $200.00 for pair. (213) 869-1308 call after 5:00 p.m. (11/TFN)

'73¾ Honda CR250 Elsinore
Absolutely as new condition. Purchased November '73, moved-up Konis, torque pipe and more. Must be seen. $775.00. (213) 880-4373. (20)

'72 BULTACO MATADOR SD. 3,000 actual miles (95% street), never raced, completely stock, $400.00. (213) 461-7790 days. (20)

DIRT BIKES: '73 Yamaha 100 MX, nu chain, rear tire, $350.00. '71 Steen Hodaka 100, Showa front forks, $275.00. Boots, helmet, leathers, etc. Orange County (714) 540-0466. (20)

Heckel boots
Factory warranty, $74.95. Alba Bultaco (714) 427-9166. (19/3x)

Can-Am can!
New 175 Can-Am TNT, $1049.00. New 125 Can-Am TNT, $949.00. Ask about free delivery. (707) 443-8031. (20, 21, 23)

Monoshocks
Let the experts at S & L Yamaha set up your Monoshock the way you like it.

Complete parts and labor
$25.00
(containing seals, O-rings, & pistons)
Available different rate springs
$17.00 each

Fast mail order
Send in your shocks and weight and type of racing — we have in stock Terry kits for your MXs and YZs.

S&L YAMAHA SPORTSCYCLES
213-587-7244
5938 Pacific, Huntington Park

1973 leading link Greeves
380 Qub, ported by Birt, Curnutts, J-bars, Magura levers and throttle, $595.00. Call Rob (213) 287-3011. (20)

'71 Yamaha 360 desert
Perfect condition, ports matched & polished — Curnutts — expansion chamber. Has super power — indestructible. Fantastic power band, $450.00. Days (213) 973-6901, after 6 (213) 474-7436. (20)

Yamaha MX clearance sale
MX 100A — $599.00. YZ 125 B — $799.00. MX 250A — $899.00. MX 360A — $959.00. City Cycle Center, 8423 Rosemead Boulevard, Pico Rivera, California 90660. (213) 861-4139 or (213) 861-6217. (20/2x)

Home plus M/C dealership
San Joaquin Valley. Home, all extras, right location. Business grossing $189,000.00, netting $28,000.00. Good family operation. Takes about $37,000.00 cash. Balance can be financed. Reply: Cycle News, P.O. Box 498, Dept. L.C., Long Beach, California 90801. (20/4x)

Al Anders Bultaco
New 1974, 360 Astro (the trick one), $1295.00. 1973, 350 Astro, $825.00. Al Anders Bultaco, 1401 South Beach, Unit G, La Habra, California 90631. (213) 943-6116 or (714) 870-9990. (20)

RICKMAN 125 Zundapp — fast, angled shock, Betor forks, $300.00. (213) 391-1664. (20)

'72½, 400 C-Z
36mm Mikuni, cleansweep pipe, DID-Akront, Konis, slim grey plastic tank, plastic fenders, Unis, chrome-moly bars, Magura, quick throttle, highly dependable, $850.00. (213) 925-5603. (20)

Hodaka Ace 100, $180
26mm Mikuni and reed. (213) 786-0457. (20)

'74½, 250 Penton
Excellent shape, 75 swingarm, enduro tank, aluminum bars, motor blueprinted. Must see to appreciate, best offer takes. (714) 597-1485. (20)

'74 Kawasaki KX250
Trick-it kit, forward-mounted Boges, like new, play-raced only, $900.00/offer. (714) 628-8158. (20)

I'll deliver!!
'73 Suzuki TM 400 race ready! See it at your house — make offer. John — days (213) 573-1883. (19/2x)

'74 MAICO, moved up aluminum Konis, DIDs, all plastics, $850.00. '71 AT1 ENDURO, good condition, $300.00. (213) 341-3153. (19/3x)

650 Yamaha engine complete
1970 with new 750cc kit, pair of 34mm Mikunis, and Ceriani fork R.R. (714) 541-5720. (20)

1973 Norton Interstate 850
New tires, new rear shocks, new clutch, 18 inch rear wheel, 7 gal. tank, excellent condition, $1,500.00. Call after 5:00 (714) 675-0657. (20)

'73 HODAKA WOMBAT, Curnutt shocks, excellent condition, $350.00. (714) 828-0961. (20)

'75 Penton 250 MX, 400 MX
Suzuki of Van Nuys have the Pentons in stock now. Hurry, not many left — special prices for the month of May — 16141 Sherman Way, Van Nuys, California. (213) 994-2800. (17/4x)

The un-Hondog!
350 Honda, Jerry Branch flowed head, Borrani rims, virgin K81s, Tracy fiberglass, Konis, 750 forks, rear sets, extras: Yoshimura pistons, pipes and much more. $850.00/offer. (408) 335-7981. (20)

BELL STAR helmet, orange, size 7¼ — excellent condition, $20.00. (714) 549-2708. (20)

TRIUMPH parts wanted. Early model 650cc basket cases, etc. (213) 696-8752. (20)

'75 Honda CB500T
Only 200 miles, loaded, rack, bk. rest, tote bag and tank bag. $1300.00 firm. Ask for Bob, Jr. (213) 875-2470. (20)

Red Line Triumph 650
Desert or play, ARD mag, Mikuni carb, Curnutts, Yamaha forks w/Webco kit, skid plate, VDO speedo, yellow Pettys & PMC tank, $1500.00. (213) 361-7457. (20)

'74 Husky skid plates
14 gauge steel, heliarc welded, $20.00. Send $ to Rob Waters, 7922 Farralone Avenue, Canoga Park, CA 91304. (213) 884-5188. (20)

Ronda
Rickman frame, '75 Honda engine, new tires, Akront rims, race ready — $650.00. Rickman GP engine, $250.00. (714) 991-7630. (20/2x)

'71, 360 HUSQVARNA, 4.1 gal. Vesco tank, 5" Curnutts, reed valve, new low end, sprockets and chain, $450.00. (714) 828-0961. (20)

1974 MOTO VILLA 125cc Villa and 3 gal. tank for $450.00. New condition. (213) 541-7287. (20)

Motorcycle agency
Grossing $200,000. Established 7 years. San Joaquin Valley. Will sell partnership interest or complete business. Minimum $20,000. Reply Cycle News, P.O. Box 498, Dept. TW, Long Beach, California 90801. (20/4x)

Mechanic two strokes
Top wages and benefits for an experienced mechanic. Relaxed atmosphere, near L.A. airport. Largest dealer on the West Coast. Ask for Jim Wells (213) 674-5311. (20)

1973 Honda SL125
Excellent condition, very dependable, extras — $375.00. (714) 879-7700 or (714) 879-1323. (20)

Five rail trailer
Big wheels, fenders, leaf springs. Used less than 10 times, cherry condition, excellent for big bikes, $295.00. (213) 363-2178. (20)

Elsinore '74, 125
F.M.F. porting, milled head, pipe, 32 Mikuni, Filtron, forward mount aluminum finned Konis, trick, silver and yellow, super fast. Must sell, $700.00. (213) 324-0138. (20)

Save that cylinder!
Use Tarabusi piston made in Spain. They go up to .080 oversize. Cost less too. Available up to 56.50 for Sachs motors. We have pistons in stock for: Maico 125, 250, 360 and 400. Husky 250 and 400. Bultaco 125, 250 and old 360. Montesa 125, 250 and 360. Penton, Sachs, etc. 125. Give complete description of piston when ordering. Dealer prices on request. Richard Miller Motorcycles, 1725 Tomlinson Street, Eureka, California 95501. (707) 443-8031. (20/2x)

'73, 125 Penton
Excellent condition, 30 Bing, cantilever, Konis and coolers, plus more. Must sell, $525.00. Call 9-5 (714) 894-2623. (20)

WANTED: C.Z. primary gear side case. Fair price. (408) 265-5307. (20)

'75 GP Husky 250, San Jose
Just broken in, new condition, with extras. I don't have time to ride it. $1500.00. (408) 374-6074. (20)

Husky 400 CR
1974 — great condition — Curnutt shocks — lenghtened swingarms — many extras — desert ready. $1000.00 full price. Call after 5:30 p.m. (714) 535-4165. (20/2x)

'73 YAMAHA 125 MX, EXCELLENT CONDITION, less than 200 miles, never raced. (213) 585-8581. Make offer. (20)

Suzuki X6 Hustler 250
6700 miles, very clean, $395.00. (213) 255-9291. (20)

'74 Elsinore 125
Many trick accessories (1023052). Best offer over $650.00. Call after 4:00 p.m. (714) 683-2253. (20)

Clean '73, 250 CZ
Mikuni, reed valve, plastic tank, Konis, brake modification, T&M pipe, plus extras. Runs great, $600.00 firm. After 5:00 (714) 531-2314. (20)

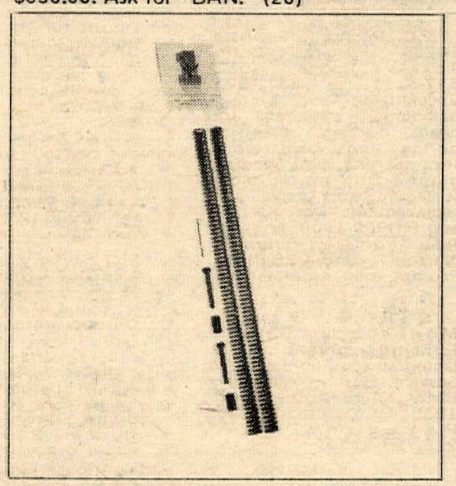
'70 Yamaha 360
360 enduro engine, M.X. frame, excellent condition, Ceriani forks, Curnutts rear shocks, Preston Pettys, new transmission, Filtron filter, all extras — $550.00. (213) 928-1594 ask for Paul. (20)

1973, 175CB, super nice
Lo miles, A-1 condition, $500.00 cheap. (213) 531-1622. (20/2x)

'71 Bultaco 250 Pursang
Just bored and ported, all engine parts new, new seat, 2 sets fenders, desert tank and regular tank, new back tire, extra frame, $500.00. (213) 837-1727. (20)

LATE '73 BULTACO PURSANG 250cc. Set up for T.T. Can be set up for desert. Like new, see to appreciate, $750.00. (213) 630-3709. (20)

1972 Bultaco Pursang "250"
Fast, reliable, clean, $250.00. Call anytime after 6:00 p.m. (213) 391-1664. Asking $650.00. Ask for "DAN." (20)



KX 125 fork kit
New TRICKIT front fork improver kit for Kawasaki KX & KS 125. Mail $19.95 each, plus $1.50 shipping. California residents add $1.20 sales tax. Dealers — contact us for your nearest distributor. Number 1 Products, 11509 Bexley Drive, Whittier, California 90606. (20)

250 RICKMAN MONTESA, Boges, Mikuni, just rebuilt, $500.00 or offer. (213) 424-0012. (20)

Firm VW bus
'58 VW bus, dependable, $375.00 or best offer. Will trade for stereo equipment. (213) 433-8203. (20/2x)

Bultaco 250 trials
Good shape, great trail and fun bike, $600.00. Day after 6 p.m. (213) 275-3540. (20)

1973 F-11
250cc Kawasaki, new tires, rear shocks and Bassani pipe. Also has a plastic tank, excellent condition — need near $500.00. (213) 822-4610. (20)

'73 Maico 400
Excellent condition, 3 pipes, 2 tanks, Mikuni, and other extras, $750.00. (213) 630-2122. (20)

'75, 250 MX monoshock
Purchased new 5-9-75, ridden twice, Hannemann tank, K&N bars, filters, skid plate, 350x21 front tire & other goodies, $1200.00. (714) 557-3608. (20)

Wanted 125 Elsinore cylinder
(714) 897-6833. (20/3x)

WANT AD BLANK

PLEASE PRINT!

Private Party Rate
Ten words $2
11 thru 25 words $3
(Over 25 words, 10 cents per word)
Headline in Bold Type ..... $1 extra
Pictures, no larger than 5x7 ... $3 extra
No pp bill me's or phone orders.

Commercial Ad Rate
Ten words $4
11 thru 25 words $8
(Over 25 words, 30 cents per word)
Headline in Bold Type ..... $3 extra
Photos ..... $6 (Your Photo)
(No larger than 5x7)

Special Handling $5
(Blind Box or Rotating Ads)
Help wanted ads (ten words) $3
11 thru 25 words $5

Want Ad Deadline
Friday noon for following Wednesday publication. Send cash, check or money order to: CYCLE NEWS, P.O. Box 498 Dept. WA, Long Beach, Ca. 90801.

More replies if you include price.

CYCLE NEWS CANNOT BE RESPONSIBLE FOR ILLEGIBLE PHONE NUMBERS!

Name

Address City State Zip

Print Bold Headline here (Leave Spaces)

Area Code Phone Number

DEALER AND SERVICE DIRECTORY

For a listing here, write Cycle News, P.O. Box 498, Long Beach, CA 90801 or call (213) 427-7433 (ad dept.). Each individual listing $100.00 per year (50 issues).

SERVICES

Broken Studs

Tap-Ex Company — 1825 W. 144th St., Gardena, CA 90249 (213) 323-3834. Broken studs, e-z outs, drills, taps, screws, pins, reamers, inserts, etc., removed without damage to hole or threads by electronic disintegration.

Engine Building

T.C. Racing Enterprises, 10704 Motheral, Austin, Texas. Phone (512) 837-3111 or 837-7523. Specializing in crank balancing, cylinder and head porting, precision boring and valve work, shot peening, glass beading, magna-fluxing, block surfacing and valve seat replacement. For XR-750 and HD900-1000, and 74s. Also Yamaha, Triumph, Norton and Bultaco. Prompt mail order service.

BSA & Yamaha Monoshock Service. Porting, boring, wheel lacing and truing — Parts & Service. BSA — Yamaha — BMW. Milne Brothers, Inc., 1935 E. Colorado Blvd., Pasadena, CA, 213-793-5153.

Latco Cycle Works, 2831 Junipero, Signal Hill, CA. 213-426-1817. Pre. mach. for performance eng. We specialize in—boring & Micro finish ®, honing $8, porting & high comp. heads, crankshaft rebuild., crank stuffing, wheel lacing, truing & bal., fork tubes turned, frame mod., fd. mounted shocks, swingarms lengthned, frames lowered, etc., allen head case bolts & studs, titanium bolts & self lock. nuts, cert. heliarc weld., also complete racing eng.

Expansion Chambers

Getting beat? Start smoking with the Bone's Smoker Expansion Chamber. Made to order. Complete go fast service for motocross riders, racers, and dirt bikes. Porting, frame modifications, dyno tuning, and frame lowering kits. Mail order. Bone's Cycle Service, 2310 Meadowlark St., San Pablo, CA 94806. 415-758-2843.

Forks

Forking by Frank — 945 Pitner Ave., Evanston, Ill. 60202. 312-475-1003. Fork tubes and front suspension components for any cycle in any length. Springs, collars, crowns, trees, braces, kickstands, spring conversion kits. Honda extended cables, etc. We make a guaranteed tube.

Frames

CMS Products Inc., 2134 Old Middlefield Way, Mountain View, CA 94043. 415-961-2446. Racing frames for flat track and motocross.

Impact Tools

Easy Driver Impact — a patented 3/8" sq. drive impact screwdriver with superior loosening and tightening ability with only half the force necessary as compared with others. Unconditionally guaranteed. See at your favorite dealers. I.I. INC., New Braunfels, TX 78130.

Insurance

Event Insurance — Complete motorcycle event LIABILITY and MEDICAL protection. Call or write today; TOM ALLREAD v.p., E. BROOX RANDALL, Inc., 1132 N. Vine, Los Angeles, CA 90028. (213) 462-2111 Ext. 250.

Leather Apparel

Custom Made Motorcycle Apparel — Number changes, alterations and zippers replaced. Clarice Amberg ABC Custom Leathers, 9802 S. Atlantic Ave., South Gate, Calif. 90280. Phone: 213-564-1715. Open 8 a.m. to 4:30 p.m. Mon. thru. Fri. By appointment only Saturday. Evening appointments available.

CUSTOM LEATHERS — Superior quality trail riding or pro line competition motocross leathers, custom jerseys, BW Valcro or four buckle riding belts, road riding jackets and pants. Free literature on request to Bill Walters Leathers, 445 South Victory Blvd., Burbank, California. Open 8 — 5 Monday-Friday for fittings. 213-843-1255.

Sleeve Liners

Los Angeles Sleeve Co. — Manufacturers of motorcycle cylinder sleeve liners. Dealers write or call for catalog. 3600 Fowler St., Los Angeles, CA 90063. 213-262-1895.

Steel Shoe

Ken Maely The Original Shoeman since 1950. Steel Shoes custom made to order, $40.00, also 14" lace up boots, $45.00. Send boot or cardboard pattern, specifying boot toe height. Route 2, Box 75B, 8530 Bedford Motorway, Corona, CA 91720. 714-735-0540. Do not settle for a cheap imitation of my product.

Professional quality steel shoes for all types of dirt track racing — $35.00. To Order send your boot or cutout pattern of sole, specifying boot toe height, to: Jenkins Hot Shoes, PO Box 751, Norco, CA 91760. 714—735-0725.

Welding

Are broken cases giving you problems? We specialize in welding castings and exotic metals. Also do any other type welding you may require. Prompt mail order service. Write or call: Richards Manufacturing & Repair, 26727 John St., Boron, CA 93516. Phone: 714-762-5766.

Wiseco Pistons

High performance two-cycle pistons. Sizes from STD to .080. Q & E Cycle Engineering & Supply, 1140-A No. Kraemer Blvd., Anaheim, CA 92806. 714-630-5720. Catalog on request.

DEALERS

Anaheim

Robert M. Law M/C Sales & Service — Sales & Parts at 224 No. Anaheim Blvd. Service at 239 No. Anaheim Blvd. (714) 533-1309. We specialize in after sales service on Triumph, Yamaha, Rickman, BSA, Norton. Open Friday till 9 p.m.

Q & E Cycle Engineering & Supply — Montesa bikes and parts. Completely equipped Machine Shop: boring, sleeving, pressing, porting & polishing, milling, heliarc, etc. Specializing in multi-rod crank rebuilding. Engine rebuilding & repair. Custom electrical & electronic design. Wiseco piston distributor. Service on all bikes. 1140-A North Kraemer Blvd. 714-630-5720.

Carson

Hockies Motorcycle — Sales & Service, 22025 S. Figueroa St. in Carson, off Harbor Fwy. 213-328-1242. Gre., Yankee, Ossa, Hod., Bultaco. Also used bikes. Best Parts supply in town. We service what we sell. Complete mach. shop. Ex. tuning & mech. work. Hours: 10-7. Closed Sun. & Mon.

Costa Mesa

Award Motors, Inc. — Orange County's only Honda, Yamaha & Triumph dealer. Dyno tuning & boring. We have Orange County's largest motorcycle accessory display. 1680 Newport Blvd., Costa Mesa, CA 92627. 714-642-4343 or from North Orange Co. 714-833-9777. Hours: Mon-Fri. 9-7, Sat. 9-6.

Fullerton

Town and Country Cycle — Suzuki, Puch and Dunecycles. Sales, service, parts and accessories. Insurance specialist. Try us for hard to get parts. 411 South Brookhurst, Fullerton, California. 92633. 714-871-2460.

Gardena

Honda of Gardena — 15515 S. Western Ave., Gardena. Ph: 770-0603 or 323-8314. Also a full line of Kawasaki M.C.'s. Parts and Access. We handle M.C. insurance too! Come in or call for further info.

Hollywood

Honda, BMW, Triumph

Bill Robertson & Sons, Inc. — The one stop shop for the Beginner or Expert. Dirt or street, Racer or Rider. Sales, Service, Parts, Mail Order, Accessories, Insurance. Near Hollywood Freeway. Open six days a week. 6525 Santa Monica Blvd. 213-466-7191.

Inglewood

Intensified Crowell Cycle Shop — Ossa, Hodaka, Maico, Moto-Guzzi. Complete parts & service. 10427 Prairie Ave., Inglewood, CA. Ph: 213-673-5562. Hours: Mon-Fri. 9-6, Sat. 9-4.

La Habra

LeBard & Underwood — 321 E. Imperial Hwy., La Habra, phones 714-879-8252 or 213-691-0553. Sales, Service, Parts & Insurance. Honda, BMW, BSA & Triumph. Parts Dept. open Mon-Fri 9-9, Sat. 9-5, Sun. 11-5.

Lomita

Harley Davidson of Lomita (2 miles west of Harbor frwy) between Crenshaw & Western in the South Bay Area. We specialize in late model parts, prompt service and volume sales of new and used Harley-Davidson Motorcycles. Tues.-Sat. 8:30 to 6:00, Sat. till 4:30. 213-534-5530.

Pacific Coast Honda — 1820 W. Pacific Coast Hwy. between Western and Crenshaw. Sales & Service & Financing for those hard to get CR-125M and CR-250M parts and accessories. Also a complete line of street accessories. Honda generators. 213-326-3810.

Long Beach

Harley Davidson of Long Beach — 3654 Long Beach Blvd. 426-7101. H-D dealer for Long Beach area. Full line of parts & access. for both Road & Competition riders. Top quality service, fully equipped svc. dept. Open Tues-Fri. 8:30 to 5:30. Sat. 8 to 4:30.

Orange

Sunshine Yamaha, Inc. — Yamaha & Bultaco authorized dealer — Sales, service, parts, insurance, and all your riding accessories. The most complete dealership in Orange County specializing in fast and personal service. Open 7 days a week. Mon.—Fri. 9—7, Sat. 9—6, Sun. 10—4. Sunshine Yamaha, 1010 W. Chapman, Orange. 714-633-0064.

Pacoima

Casey's Cycle Repair — Triumph, BSA. Old Harley parts. Complete machine shop. Open Tuesday thru Saturday 9-6 p.m. 10249 San Fernando Rd., Pacoima, CA. Phone 213-899-9519.

Rosemead

Suzuki West — Authorized dealer for Suzuki and BMW. 8941 E. Valley Blvd., Rosemead, CA 91770. 213/285-1251. Sales, service, parts, & accessories. Mail order available. Hours 9 to 6 Mon.-Sat.

Santa Ana

Roy's M.C. Shop — 12461 Westminster, Santa Ana. "Orange County's oldest established Honda dealer." Honda, Full Bore dealer. Kawasaki. 714-531-0742.

Stockton

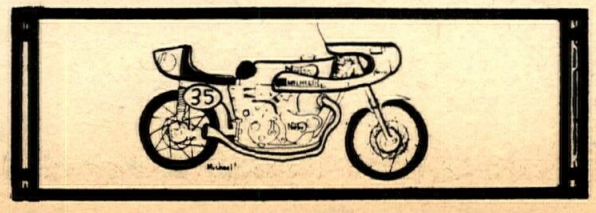
Coleman's Husqvarna Sales — 1545 E. Miner Ave. 209-466-5872. Full line of Husky parts and Hallman accessories for the Motocrosser, Six Day and Enduro rider. Hi Point Boots. United Parcel Service.

Torrance

Honda of Torrance — 18225 Hawthorne Blvd., Torrance, CA 90504. 213-371-7533 or 772-1823. Only authorized Honda dealer in the Torrance area. Parts and sales open 7 days; service open 6 days. Parts & accessories are our business. M.C. insurance. Free local pick up. M.C. trailers. Honda generators. Largest outdoor display in the area. Bank financing.

ADVERTISER INDEX

AMC ..... Calendar
AME ..... Calendar
Action Cycle ..... Want Ad
Airco Sheet Metal 3
American Honda 9
Al Anders Bultaco ..... Want Ads
Bob Ashlock Office Machines 13
Ascot Park ..... 14 & 25
Bay Area Bultaco 19
Beck Arnley 3
Bikoni Ltd. 17
Bultaco International 32
CMC ..... Calendar
CMS Products Inc. 3
Can-Am 26
Carabela West 19
Coast Moto Cycle 30
Competition Service, Inc. 21
Corona Raceway ..... Calendar
Cosmoplitan Motors 26
Crowell Cycle ..... Want Ads
Cycle Craft 14
Cycle News
Subscription Info 42
Cycle Parts Unlimited 18
D & R Cycle 3
Desert Racing Association ..... Calendar
Escape Country ..... Calendar
Friess Welding 13
Gibson Engineering 29
HRL Lubricants 17
Torsten Hallman Racing, Inc. 18
Hooker Headers 18
Horizons Unlimited 26
Jim Hunter Motorcycle Repair ..... Want Ads
Husky Training Center ..... 28 & Calendar
Indian Dunes ..... Calendar
Intershows ..... Calendar
J-Mac Motorcycles 25
Jones MX Products 15
John's Competition Cycle 13
K-Earth Radio 30
Klotz Special Formula Products 14
M.O.R.E. ..... Want Ads
Ken Maely Enterprises 26
Maico Motorcycles 29
Marubeni America ..... 13 & 16
Miller Mano Cycle Works 26
Motocross Cat T-Shirts 27
Movin' Mike Company, Inc. 32
Norco Little League ..... Calendar
O.C.I.R. ..... Calendar
Orange County Cycle West ..... Want Ads
Othman Distributing 25
Parts Unlimited 17
Pennzoil 16
Penton Imports 37
Performance Engineered Products 3
Q & E Cycle Engineering & Supply 21
Quality Motorcycle Repair 13
R & R Fabrications 15
S & L Yamaha ..... Want Ads
Santa Maria Cycle Sport 28
Carroll Shelby Enterprises 3
Speedway Enterprises 28
Steve's Bultaco ..... Want Ads
Stump Jumpers Motorcycle Club ..... Calendar
Sunset Sports 15
Suzuki Sports Center 13
T & O Yamaha 30
Sammy Tanner Distributing 13
Team Junk Discount Cycle 19
Terry Industries ..... 16 & 21
Top Gear 32
Town & Country Cycle ..... Want Ads
Trippe, Cox Associates, Inc. 21
U. S. Suzuki 11
Uni Filter 25
Valerian's 18
Valley Cycle Park ..... Calendar
Bill Walters Leathers 32
Webco, Inc. 19
Westminster Sportcycle 13
Wheelsmith Engineering 13
Whittier Honda 3
Work Shoes Unlimited 28
Yamaha of Corona 13
Yamaha of El Monte ..... Want Ads
Yamaha of Fontana 29
Yamaha International ..... 5, 23 & 48
Yosemite Sport Cycles 28



ENTER THE YAMAHA STATE CHAMPIONSHIPS.

Yamaha High School Motocross State Championship

Yamaha thinks it's about time high school motocross riders receive as much recognition as other high school athletes. After all, over 150,000 high school students throughout the country compete in motocross on a regular basis.

So, for the first time ever, every high school student in this area who's an amateur rider can compete for the Yamaha High School Motocross State Championship.

As contenders for the State Championship, you'll get the chance to compete in one of four events: 100cc, 125cc, 250cc and Open in Beginner, Junior and Expert Classes. Top finishers will receive scholarships, trophies and prizes.

All you have to do is qualify at any of the regional qualifying tracks listed below. And if you're as good as you think you are, we'll see you at the State Championship at Yamaha Dirt Days.

It's where you'll get the chance to compete in front of thousands of spectators. And it's where you'll get recognition as being one of the best MX riders in the State.

Yamaha Bicycle Gold Cup State Championship

If you want to experience real excitement, come on out to the Yamaha Bicycle Gold Cup races.

You won't believe what you can do with a bicycle: Streak down straightaways, fly off long jumps, and even slog through mud and water holes.

In fact, you can do everything grown-up motocross racers do, except you do it with pedal power.

It's wild and challenging. And if you qualify at any of the regional races listed below, you'll get the chance to compete for trophies and prizes at the Yamaha Bicycle Gold Cup State Championship to be held at Yamaha Dirt Days.

So bring the whole family out to the races to cheer you on to victory.

They'll see some of the best young bicycle riders in the state racing, riding, sliding and jumping.

You'll all have a good time at what promises to be one of the country's most exciting new sporting events.

YAMAHA STATE CHAMPIONSHIP

Qualifying races and dates listed below. All entrants must have written parental approval. 50¢ discount coupons for spectators available at your Yamaha dealer.
High School Motocross eligibility requirements: Oregon students grades 9-12.

Salem/Eugene Area
May 31, June 7, 14
Asbury Park
(1 block East of I-5 on Viewcrest Drive)
Albany, Oregon
(503) 581-6022

Medford Area
May 31, June 1
Medford MX Park
(½ mile West of Table Rock Road on Kirtland Road)
Medford, Oregon
(503) 773-6300

State Championships to be held at Yamaha Dirt Days, June 21-22, Portland International Raceway, Portland, Oregon.